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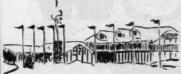
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Published at Hanover, New Hampshire Volume 23, No. 5

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COVER

Ferenc Berko, for many years the photographer-in-residence at Aspen, Colorado, took this superlative ektachrome of Toni Sailer competing in the Roch Cup. We have seen many racers hit a closed gate this hard in practice, but only the rare few are sure enough on their feet to dare it in competition. Taken at the height of his racing career, this photograph is one of the documents that will preserve the image of skiing's greatest competitor in action

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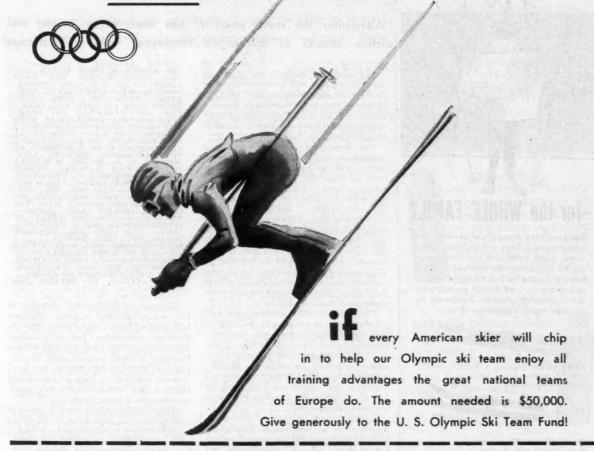
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U.S. skiers can win in 1960....



A personal appeal from Sepp Ruschp,

National Coordinator for Fund-Raising Committee:

"Large sums have been appropriated to make the VIIIth Olympic Winter Games at Squaw Valley, Calif., in 1960, the greatest ski competition in history. The construction of facilities is going ahead according to schedule. All nations of the world will send their finest skiers to compete in the Olympics. To send a powerful U. S. team of men and women with proper training and equipment needs your financial support. Please send me your contribution today, no matter how modest, and enclose this form, which I ask you to fill out so we may include you in the list of American skiers who care about the standing of U. S. skiing in the international world of sport. Thank you."

If you are a member of a ski club, since this is a National drive, your contribution will be credited to your club or divisional quota for the NSA. Contributors of \$25.00 or more will receive free of charge the 1960 Olympic Book.*



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Let's Set the

"Altogether too much publicity has been given to the vindictive attacks of discharged employees"—Avery Brundage

SKI magazine readers, and American skiers in general, will be happy to know that present indications point to Olympic Winter Games in 1960 which will reflect credit on them. A most encouraging progress report appears on page 21, and is based on our own investigation.

The staging of such an event is a stupendous undertaking involving many millions of dollars. Technical experts from all over the world are consulted. huge contracts are let, and all the time the work is carried on with thirty-odd Olympic nations looking over the shoulders of those responsible. Of course disagreements arise, mistakes are made and some good advice is overridden. Resignations follow, and when they involve sincere, capable men it is regrettable. The responsibility, however, for staging the best possible Olympic Games within the budget provided must remain with the central board of directors.

That we at SKI magazine are well pleased with developments to date is perhaps of little consequence; but it is significant that Avery Brundage, president of the International Olympic Committee, expresses his complete satisfaction. It is significant because Brundage's standards are notoriously high, and he has a reputation for thundering if these standards are not met.

Brundage said in part: "The plans approved by the international federations and the International Olympic Committee are being followed scrupulously and work generally is ahead of schedule."
. . . Brundage did, however, go on to "It is apparent that altogether too much publicity has been given to the vindictive attacks of discharged employees.

And thereby hangs a tale-a tale whose simple facts must be told in fairness to the much-maligned Olympic Organizing Committee

Of all the Olympic committees, none is more important than the Ski Advisory Committee. Named to it were a number of the most distinguished leaders of American skiing, including Wendy Broomhall, Stanley Mullin and Olav Ulland. Merrill Hastings, publisher of a Denver ski publication, Skiing, wanted very badly to be on that committee. Instead he was invited to serve on the Press Advisory Committee, but this he spurned in the following telegram to Prentis Hale, president of the Olympic Organizing Committee:

THANK YOU FOR YOUR INVITATION TO BECOME A MEMBER OF THE PRESS ADVISORY COMMITTEE FOR THE

1960 WINTER OLYMPIC GAMES AND THE CONSIDERATION YOU HAVE GIVEN TO ME FOR THIS APPOINT-MENT IS MOST APPRECIATED. HOW-YOU WIDE KNOWLEDGE OF BOTH THE AMERICAN AND EUROPEAN SKI SPORTPLUS A CLOSE FAMILIARITY WITH THE SKING INDUSTRY, I SINCERELY BELIEVE THAT I CAN MORE FULLY CONTRIBUTE TO THE PLANNING FOR THE OLYMPICS AS A MEMBER OF THE OLYMPICS AS A MEMBER OF THE SKI GAMES ADVISORY COMMITTEE. AS THE PUBLISHER OF THE TWO LARGEST WINTER SPORTS MAGAZINES IN THIS COUNTRY (NATIONAL SKHING [LARGES DAGES IN THE WINTERSPORTS TRADE MAGAZINE) WINTERSPORTS TRADE MAGAZINE WINTERSPORTS TRADE MAGAZINE OF INTERNATIONAL SKING ORGANIZATIONS AND THE SKI BUSINESS THROUGHOUT THE WORLD. TO SERVE WITH THE OVERALL POLICY OF THE SKI BUSINESS THROUGHOUT THE WORLD. TO SERVE WITH THE OVERALL PLANNING OF THE SKI GAMES ADVISORY COMMITTEE WHEREBY MY EXPERIENCE AND JUDGMENT OF GENERAL SKING COULD BE BETTER DONATED".

Response to this modest appraisal of his own talents was negative. Hastings had applied for membership on the Ski Advisory Committee, but its members decided they could struggle along without Hastings' services, and rejected the application. Perhaps they felt the top level contacts might have been improved had Hastings ever bothered to attend a previous Olympic Winter Games.

When further letters and a personal visit to Olympic organizing headquarters in San Francisco failed to land him a place on the elusive committee, Hastings launched his campaign of vilification. At this point it might be best to let Prentis Hale tell the whole story. Following is Hale's letter of October 8, 1958, to Hastings:

Dear Mr. Hastings:
Your news story and editorial in the October issue of "Skiing Magazine" have been called to my attention.
I can conceive of no reason for the misleading statements in both the news report and the editorial except that your purpose is to stir up a tempest in reprisal for the refusal of the Ski Advisory Committee of the Olympic Winter Games to reconsider its decision against appointing you to membership on the Committee.
The alleged "facts" set forth in the story headed "Experts Call For Olympic Probe" are a rehash of a situation which was settled more than two months ago. No one is calling for a probe except you.

No one is calling for a probe except you.

You are certainly aware that the resignation of Mr. Alan Bartholemy from the technical staff resulted from an internal situation which was resolved after full discussion between members of the Organizing Committee and the technical experts.

These experts are working harmoniously and enthusiastically in Squaw Valley, despite your editorial statement—attributed to an anonymous source—in which you impugn their integrity by alleging that they are wilfully perform-

· Record Straight

"Not having obtained the appointment, you decided to subject the Olympics . . . to editorial bombardment"-Prentis Hale

ing work that is "technically wrong" because of the money they are being

because of the money they are being paid.

In effect, you are saying that these experts are betraying the Winter Olym-pies and the athletes who will compete in them in exchange for a few paltry

in them in exchange to dollars.

After the Ski Advisory Committee refused your application for membership last year, you were offered membership on the Press Advisory Committee. You refused that appointment and undertook a campaign to pressure the Organizing Committee into giving you the post you wanted.

on the Fress Advisory Committee. You refused that appointment and undertook a campaign to pressure the Organizing Committee into giving you the post you wanted.

On January 6, 1958 you sent me a telegram in which you lauded your qualifications for membership on the Ski Advisory Committee and stressed that you publish "the two largest winter sports magazines in this country."

On January 21, you wrote a letter to me in which you again praised your "personal experiences and abilities" and renewed your suggestion that you be named to the Ski Advisory Committee. In fact, the letter went info great detail about your role "in the policy making and planning of developments in the ski sport at both national and international levels."

You even stated that "no where else" would skills such as you possess be available to this Committee.

Then, in your February 1 issue of "National Skiing," you published an editorial headed "Business As Usual" in which you attacked the Organizing Committee and decried President Eisenhower's recommendation that Congress appropriate funds to assist in the staging of the 1960 Olympic Winter Games.

In my opinion—and in the opinion of other members of the Organizing Committee—that editorial, like the present your editorial in a letter dated February 5, 1958 in which he pointed out that the editorial contained gross misrepresentations. You replied on February 17. Your tested your editorial in a letter dated February 5, 1958 in which he pointed out that the editorial contained gross misrepresentations. You replied on February 17. Your tester said you were "embarrassed," and you blamed your national editor for failing to clearly point out the relation-ship between California's \$8 million appropriation and the \$4 million fund sought by President Eisenhower. In the same letter you made this statement:

"It wish to go on record with you that we do strongly endorse the fundamental principles and planning by your Organizing Committee."

by your Organizing Committee."
Then you renewed your campaign for membership on the Ski Advisory Committee with this clumsy statement—again in the same letter:
"I hope that my previous offer to serve on the Ski Games Committee will be given much more serious consideration than apparently has been received heretofore by Mr. Hale and other officials."

been received neretoiore by Mr. Hate and other officials."

The record is clear that not having obtained the appointment you sought, you have decided to subject the Winter Olympics planning and construction program to editorial bombardment. Apparently, you operate on the theory that "if you can't join them, lick them." May I assure you that your campaign will not succeed.

The men serving on the Organizing Committee, eminently successful in their own affairs, are giving unstintingly of their time and energy as a public service to assure the success of the Olympic Minter Games because they believe in the Olympic ideal.

Perhaps you, too, will submerge your personal desires for the good of the Olympics. If that is not possible, and

you decide to continue your editorial vendetta, then in fairness I invite you to publish this letter in your next issue—with the proviso that you publish it in full or not at all. (Ed. note: He published about four percent of it.)

In the event that it does not appear in your columns, and you proceed with your anti-Olympics policy, then you will force the Organizing Committee to take whatever steps may be open to us to make known the real reason for your campaign of vilification and abuse. Yours very truly,

Prentis Cobb Hale, President Organizing Committee

VIII Olympic Winter Games

Why, one may well ask, was a position on the Ski Advisory Committee of such importance to Hastings? Willie Schaeffler, director of ski events, provides a partial answer. In a memo to the Olympic Organizing Committee, dated November 13, 1958. Schaeffler said:

On June 12th, 1958 I met with Mr. Merrill Hastings, publisher of National Skiling magazine, in his office for the purpose of settling certain matters for which I felt he was responsible regarding my eligibility as an open racer and other items.

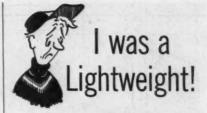
During the course of conversation Mr. Hastings also informed me that he wanted me to use all my influence to revise the decision of the Ski Events Advisory Committee and have him appointed to the Committee. Since I immediately objected to such a proposal he told me I would suffer tremendously in my position as a ski official, a teacher and coach.

I asked him why he wanted to be on the Committee, and he replied that it would be of great advantage to him in contacting his prospective advertisers as he would be able to talk with them with much more authority. He implied more than once during our conversation that he had the power of the press and would use it if I were unwilling to comply with the side of the committee of the press and would with the with swishes.

An interesting sidelight to this memo is that it prompted Hastings to file a \$60,000 libel suit against Schaeffler. As this issue goes to press, no retraction by Schaeffler has been forthcoming.

The important thing is that Olympic planning continues in a most satisfactory way, and the only place where Hastings mud pies find a ready market is in the leftist press of Europe. The Olympic organizers have more important things to do than answer Hastings' charges, and we hope Hastings will find a worthier outlet for his energies.

As we said, we feel the VIII Olympic Winter Games to be held at Squaw Valley, California, in 1960 will be a great success. The next job is for us to come up with a ski team that will represent us well. This takes our support and our money. To this end we invite you to read the message from Sepp Ruschp on page 5, and send whatever you can in support of our American Olympic ski teams.



In schuss after schuss I finished dead last. I saw life fuzzily through fogshrouded goggles. And worse, my boots were a soggy, snow-bound mess. I tried everything-new boards, a real hotshot outfit, hot buttered rum, lanolin-nothing worked.

And then (UP MUSIC) I heard some skiers had turned to chemistry - as opposed to the other way around and came up with:



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Case of Mistaken Identity

So many people have accused me of writing that article on ski accidents that I wish you would publish this protest. Perhaps a few more of the brickbats aimed at the author would miss me and land on the deserving head of my dear son, Fred, your managing editor.

In everything I have ever written on this subject, I have stressed that most ski accidents occur because of poor judgment and skiing beyond ability. Nobody has to get hurt who doesn't want to. Why, then, conjure up a specter of the inevitable? I cannot share this Calvinist resignation to a statistic.

Can it be that poor judgment is also a factor in editorial accidents?

Frank Springer-Miller

Stowe, Vt.

"Neglected factor is pure snobbery . . ."

Deep powder to you for your excellent article on stamping out the avoidable sources of skiing injuries. The first step toward safety must be the recognition that danger exists. Then what it is and how to avoid it.

Certainly ignorance and lack of alertness are a general source of accidents. But the much-stressed ski-in-control to the extent that it means avoiding falls is unrealistic almost to the point of nonsense. Students must be trained to fall properly. They must fully understand and constantly check binding adjustment. They should have a working knowledge of various types of snow and changing snow conditions. And of course an adequate assortment of skills to meet the requirements of particular snow and terrain and be able to rate themselves in this regard.

A largely neglected factor in causing injury is pure snobbery. People who are still clumsy on Penny Mt. must flail and flop down Half Dollar. People who are yet inadequate on Half Dollar must rigidly hack and capsize down Dollar. Those who can't really ski Dollar go anyway to Century and destroy themselves, the slopes and others' pleasure. And on Grand, if they manage to survive, they can say in the bar, "I skied Grand today." Skied? They leaked down in a paralysis of terror and frustration. But it proved something, didn't it? Yeah, it proved that vanity is more with them than sanity. And it proved that articles like yours are needed to scrape some ...
off these self-anointed hot dogs.
Ed Heath

Big Bear Lake, Calif.

"Far less than ten per cent are victims. . .

Sirs:

Anyone can manipulate statistics to prove the point he wishes to make and . . . Mr. Springer-Miller has not only



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Walter Schoenknecht

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SKI LETTERS

been misleading but in my opinion has done a disservice to the ski sport. Although many . . . conclusions are erroneous, the most glaring is the impression . . . that one out of every ten skiers is injured each ski season. In more than twenty years of skiing I have become acquainted with hundreds of other active skiers and I know for a fact that far less than ten per cent are victims of ski accidents. . . in my own ski club of nearly 400 members the ratio is not more than one or two per cent.

Mr. Springer-Miller . . . is wrong in assuming that you can scare skiers into becoming more safety-conscious. He should know that skiers do not scare easily. His calamity approach to the subject will . . . undoubtedly keep many who might have become skiers from taking up the sport and this is not good for your business or for skiing as a whole.

... the author also makes some derogatory remarks about organized skiing in general and suggests that it embark on an all-out campaign to make skiing a safer sport. In principle this is fine but just where is the money for such a worthy cause to come from? As past president of both the National Ski Association and the U.S. Eastern Amateur Ski Association, I can say that this is but one of several projects aimed at improving the lot of the recreational skier that organized skiing would have undertaken long ago had it the funds to do so.

Organized skiing operates on a shoestring and until such time as all skiers and ski interests in this country lend their financial support to the ski associations, it is most unfair to point the finger of criticism at these voluntary organizations.

Edwin D. Eaton

West Hartford, Conn.

"One point that bears further explanation . . ."

Sirs:

We wish to congratulate you on the forthright approach you took in your article on ski safety in the December issue. Ski accidents generally are regarded as a "classified" topic by many having financial ties with skiing. Very often we have heard the statement: "You should not publicize accident statistics and facts because it may scare some people away from skiing!" Our only answer to this would be to point to the vast scope of safe driving campaigns that are flooded with grisly statistics and often more gruesome pictures; yet the number of drivers continually increases! And, according to recent figures, the percentage of auto accidents does not seem to be materially increasing.

Please understand that we do not condone a "scare" campaign in an effort to reduce ski accidents. But, we do believe that if more skiers were aware of their injury potential, they might not take that one unnecessary chance. Our aim has been to promote ski safety on the basis of courtesy and to validate our conten-

tions by citing accurate statistics. Your article certainly lends further credence to our claim that courtesy on the ski hill often eliminates the need for an expensive X ray, an X ray and resulting treatment, by the way, that costs far more than continuing instruction.

There is one point in your article, however, that bears further explanation. It should be explained to your readers that the National Ski Patrol System actually is the "safety arm" of the National Ski Association. As a member of the NSA, and financially sponsored by it, the NSPS endeavors to promote ski safety in addition to its rescue work. Unfortunately, as with all aspects of organized skiing, such endeavors are far from satisfactory owing to the lack of adequate funds. We have found it difficult merely to maintain the rescue features of the NSPS much less engage in the nationwide promotion necessary to an effective ski safety education campaign. Some efforts along this line have been made through our membership in the National Safety Council. In the winter of 1957-58, the latter published an article entitled "Ski Safely" in its monthly magazine that goes to over 3,000 schools and colleges. The article was prepared by the NSPS, and the Na-tional Safety Council later made reprints which still are available from our national office for five cents per copy. To date, this concise summary on prevention of ski accidents has entered over 5,000 schools, colleges, clubs, etc.

Currently we are endeavoring to finance nationwide distribution of safety posters. This work has been generously underwritten by the National Association of Ski Equipment Manufacturers and Distributors, but additional funds still are required if we are to place it in every ski shop, area, club, school, etc.

A second and all-important facet of our safety work is one that was not mentioned in your article. That is the teaching of American Red Cross first aid to skiers and potential skiers. The NSPS has over 600 qualified ARC first-aid instructors in its ranks who devote thousands of hours in instructing not only the patrol but many, many classes composed of students, teachers, PTA [members] and other future skiers and their parents. Is this accident prevention? The ARC seems to think so as their studies definitely have shown that in industry, for example, accident rates show dramatic decreases whenever first-aid courses are given to the employes. It merely demonstrates the very simple philosophy that when an individual becomes aware of the damage sustained to the human body by carelessness, he is less likely to want to become a subject for first-aid treatment.

A third part of our program is actual talks to ski clubs or other ski-minded groups. Most ski patrol units maintain special speakers' bureaus that will provide lecturers to any group without charge. These speakers have presented ski safety facts to grade school classes, universities, television audiences, radio audiences and, in fact, to any group that

zip into Henke after ski boots



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SKI LETTERS

is willing to listen. Here again, sufficient funds could increase a hundredfold the effects of such talks if it were possible to pay professional speakers to tour the country and, secondly, to conduct professional public relations programs that would create the demand for safety campaigns from multi-audience media such as newspapers, radio and television.

As with any educational program it is a problem in communication. How can we reach the majority most effectively? The combined circulation of all of the magazines and newspapers exclusively de-voted to the ski sport probably does not exceed 80,000; yet we must reach about 1,000,000 skiers. If we could do this not only would our education problems be resolved but in all probability so would our financial ones. If each of these skiers contributed only one thin ten-cent piece each year, it would mean \$100,000 to devote to their interest. Yet, the NSA and NSPS are forced to work with only one-third of this amount contributed by a few thousand devoted skiers. It is a challenge both pecuniary and intangible in the sport-the manufacturers, distributors, retailers, gasoline companies, airlines, buslines, railroads, ski area operators, ski professionals and, in fact, anyone or any firm who would materially increase their gains from any increase in the sport's growth. A combination of financial support from these groups plus the support of individual skiers would permit development of an association with the sole aim of promoting skiing. And such promotion necessarily would require safer skiing, research on and development of better equipment and clothing and, of most importance, complete communication with the skier.

Alton C. Melville President, NSA William R. Judd Nat. Dir., NSPS

Denver, Colo.

"Main accident deterrent . . . the ski school . . ."

Sirs:

The main accident deterrent seems to me to be the ski school. Your statistics show it is the skier who has had lessons and has been skiing for a couple of years or more who is in the highest accident bracket, therefore it is necessary to find a more direct and faster approach to skiing.

With only a few lessons in the old system, a skier hasn't the knowledge to handle the modern longer and faster runs. Skiers want to learn faster. With a few lessons in basic parallel, a beginner can be shown how to stand in a natural upright position and to turn and stop with a slow-motion controlled parallel turn with edge control, which is important.

Some thought should be given by resort owners before hiring big-name amateur racers as the heads of their ski schools. Ski instructing is a professional business and ski instructors who have the knowledge to teach basic skiing to the public should be hired for that important job. IN 1959 2 GREAT NATIONAL WINTER SPORTS SHOWS in **NEW YORK**

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SKI LETTERS

The top racer . . . has not had the time to work with any modern technique. This does not seem to be the case in Europe where most schools are run by men comparatively unknown for their racing ability.

The accident rate will be cut when more concentration is placed on the beginner with modern parallel instruction as the basic [method].

Gus Johnson, Director Gus Johnson Ski School Mt. Hollyburn, B.C.

North Vancouver, B.C.

"Best and most realistic approach . . ."

Sirs

This has reference to the article on ski accidents in your December issue of SKI. I wish to congratulate you on the best and most realistic approach that I have read to this problem to date.

In Canada, as in the United States, we are alarmed at the percentage of accidents occurring in this sport, and feel that it is time that all organizations connected with organized skiing face the problem squarely and endeavor to find a satisfactory and safe solution.

Jack O'Brien National President Canadian Ski Patrol System Toronto, Canada

"The bone you save may be your own. . ."

Sirs'

"Track!" I have yet to hear any skier use that cry when on the ski slope. Occasionally, someone, when overtaking another skier, will call, "On your left!" or "On your right", but this warning is seldom used. I have seen too often the schussboomer who will fly straight down the novice slope and come to a stop entangled in the ski racks at the bottom of the hill after skiing across other people's skis (including mine).

Then there is the one who will start out across a well-traveled trail without looking either to left or right. Lifeguards at pools and beaches forbid any dangerous antics in the water. Why can't ski patrols adopt a system whereby these so-called "nincomboomers" will be told, in effect, "Go take a lesson or don't ski. The bone you save may be your own."

Diane Noé

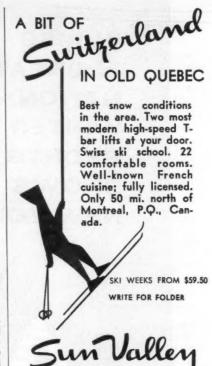
Boonton, N.J.

"There is more concern about controlling accidents. . ."

Sirs.

My compliments to you for having the courage of putting "The Shocking Truth About Ski Accidents" in print.

I am pleased to see that there is more concern about controlling accidents now than there was in the past. While I was doing some research on the development of winter sports areas, I was shocked to



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SKI LETTERS

learn of the high rate of accidents and the acceptance of this as being normal. One of our hospitals reported that half of their accident cases had been injured on the rope tow. Apparently we should be as concerned about the trip up as well as the trip down.

C. A. Gunn
Extension Specialist
Michigan Tourist
and Resort Service

East Lansing, Mich.

"Too many non-skiers try vigorous skiing. . ."

Sire

In my estimation there are two major factors contributing to ski injuries. First, too many non-skiers try vigorous skiing and, second, release bindings are generally set much too tight. By non-skiers I am referring to those individuals who ski in order to keep up.

Release bindings are continuously saving bones, yet with few exceptions the release mechanism is always set too tight, even by the manufacturers and those who

install these bindings.

The expert who skis correctly exhibits motions which are devoid of abrupt jerks, can ski in deep powder as well as on packed slopes without the locking mechanism tied down at all. The beginner, however, is pushing, jerking and twisting his legs and feet, in order to move his skis. He soon is locking his release mechanism tighter and tighter because he is constantly skiing out of those "lousy contraptions."

In order to minimize ski injuries you have to condiiton yourself daily all year round. Once you are in good shape it is

simple to remain at that level.

Release bindings . . . will continue to save many legs. The working mechanism should be understood by every skier. The locking device must be kept looser than you think.

We can expect the accident rate in California to increase sharply this season since the Olympic stimulus is compelling so many non-skiers to get into the act.

Peter J. Picard, D.D.S. Chairman, Release Binding Committee, Northwestern Medical Association

Walnut Creek, Calif.

"When you get tired . . . stop . . ."

Sirs

I was very interested in your article about ski safety and ski accidents... The thing that I dislike so much is the expert(?) skiers who come charging down the hill into the beginners area... I find that twice a day it is wise to stop and have some hot soup, tea or coffee with sugar in it... When you get tired at the end of the day stop. When you are tired you have accidents.

Brooklyn, N.Y.

John Carter



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The Legend of Dick Buek

The article by Rob McDonald about Dick Buek (SKI, November, 1958) was a wonderful tribute to a great skier. I was prompted to knock out my impressions of first seeing him in action in the winter of 1950-51 while I was training for cross-country at Sun Valley.

The early morning sun was streaking low-flying clouds below the Round House . . . the snow was squeaky, the air frosty and the patrolmen coming up the lift from the bottom of Exhibition were all going incognito under the lift capes. Since I'd finished my regal duties of emptying garbage cans and sweeping floors in the Round House, I thought it might be profitable to ride along with the patrol in hopes of learning something or just enjoying the association with some good skiers. While I didn't know him, except to say hello, one unmistakable face showing over the bright red parka between the cape opening was that of Dick Buek. His name was continually coming up in conversation but I thought the fantastic stories about him were exaggerated as most skiing stories are.

After the ride to the top of Baldy, the group was informed by their leader, Lou, that they were going over to ski out Easter which was apparently in danger of sliding. Most of the men moved off over the ridge, but Buek was asking Lou if he could schuss Christmas. I felt a little sick. Christmas is not Exhibition and has, no doubt, many rivals as the most terrifying slope in the world, but I'd been on it the day before. The main bowl is plenty long and I think terminal velocity is probably reached after two and a half seconds on the fall line, but that wasn't what bothered me. At the lower third, the slope becomes slightly convex before shooting off abruptly left onto a narrow cat track. I and all the other bunnies had checked, turned, sitz-marked and generally cut that lower third into what looked like the North Atlantic during a gale, with a few moon craters thrown in for color.

Thinking that Dick was kidding, I jokingly suggested to Lou, who was making a half-hearted attempt to discourage the whim on the pretense of having to get to work, that he let Dick go if he went straight all the way and didn't waste any time. This, of course, was Dick's intention, but even the thought of heading down that long glazed surface seemed completely ridiculous, and I supposed everyone was going along for the gag.

Lou finally consented, and before his words had cooled off in the brisk clear air, Dick deftly swung around, skated and poled by the little clump of trees below the warming hut, assumed the bullet position and was heading down the straight trough approaching the speed of sound. Conversation among the few who were still by the hut stopped. The only sound was the soft staccato pat-patpat of Buek's ski tips as they slapped the small bumps in their headlong slash toward the bottom. As he headed over the slight roll, his arms came off his knees, the vertical motion became severe just as he slipped out of sight. Then it happened. There was no mushroom cloud, only a body flung up out of those bumps. There were ski poles and goggles and crazy gyrations of skis and arms. The snow was so hard, there was hardly a flurry. Then silence, as everything dropped below the roll.

When I looked around, everyone was gone. The patrol had continued toward Easter as nonchalantly as though this was an everyday occurrence. Dick couldn't be hurt so why be concerned. Sandra Tomlinson (if memory doesn't fail), who was also up there watching, had taken off down the bowl after Dick, while I stood there gaping. She had picked up the remnants-a cap and a pair of goggles-by the time I arrived. Dick was skiing down the cat track, rattling along those blue ice grooves that had been worn in by hundreds of skiers. Going over and over in my mind was the question: "What kind of man is this? What sort of person would take off without a second's hesitation into a situation that any reasonable person wouldn't think of?" But as all the ski world knows, this was more than just a bit of foolishness. Dick apparently thought he could make it. He'd done things like this be-fore, so why wasn't this 'reasonable' for him?

Frankly, I've seen some wing-dings, but I've never seen anyone crack up like that. I expected to find Buek at least complaining about a few bruises. Continuing down the icy bobsled run toward the lift, after taking one more glance at those terrible bumps and that impossible left turn, I stopped under the lift just as Dick swung overhead. Looking up, I asked if he wasn't hurt.

With a certain disdain, that only a skier and a man with his unbelievable confidence, ability and lack of fear possesses, and sticking that jutting chin over the back rest with a slight grin, Dick replied: "That was a controlled fall, I didn't know it was going to be so rough down there!"

George Hovland, Jr.

Duluth, Minn.

Rob McDonald's beautifully written article on Dick Buek (SKI, November, 1958) brought back to my mind an early morning in the late spring of 1957 in Soda Springs, Calif., Dick's "home town

On the day's first run I was threading my way through the yard-high moguls, when suddenly hearing sounds like the ra-ta-ta of a machine gun, I turned and over the crest of the hill, silhouetted against the blue sky, I saw the blurred figure of Dick Buek streaking down over the icy moguls at phantom speed. Mid-way down it looked like disaster. It seemed impossible that anybody could have schussed these icebergs, but Dick straightened out in a split second on one

SKI LETTERS

ski and then in a low crouch took off, sailing through the air the rest of the way.

Dick had to be seen to be believed. He thrived on speed but knew no fear and the spirit that moved him to incredible achievements has now become the legend that is Dick Buek.

Bill Dietrich

Los Angeles, Calif.

Thoughts on Dick Buek

Sirs:

In re the "Indestructible (though dead) Sweatheart," I imagine Mr. McDonald would describe the actions of a man who walked along the edge of a building and finally jumped off as "gallantly courageous." Although suicide may take some courage, is it really a good idea to glorify the process?

John T. Tice

Redondo Beach, Calif.

Goon Skis Next

Sirs:

After skiing since 1910, I find myself in entire agreement with the suggestions for shorter skis for beginners and old people. My two-meters are so much better than the seven-footers I have used for years. In 1910 my eight-footers were considered wonderful. In a couple of years I may get down to goon skis.

Francis Head

Bangor, Me.

How much shorter?

Sirs:

The article in your November issue, "You Should Use Shorter Skis This Year," by Hal March, Jr., interests me greatly. This subject was again mentioned in your December article, "The Shocking Truth About Ski Accidents."

Since my wife and I have been skiing for only three years and have five children who are ardent enthusiasts, we ski as frequently as we can and try to do it as safely as we can. I can ill afford a serious injury. We are strictly recreational skiers and we enjoy the sport so much that we are anxious to get our facts straight.

In summarizing what ski shops and magazines advise, it would seem that the recommendation for skis is that they be twelve inches longer than the skier's height. Since none of the above-mentioned articles about shorter skis actually gives any figures, please advise whether they mean shorter than the standard measurements or whether they are talking about skiers who use extra long skis. I am five feet ten inches tall and weigh 170 pounds. If there are any facts available as to what is meant by "shorter skis," please send them to me.

George J. Bitter

Belvedere, Calif.
• See page 77-Ed,

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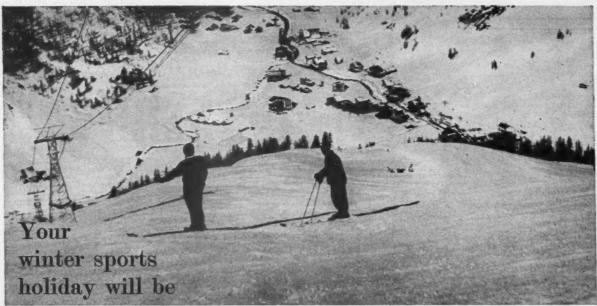
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Earl Little, Birger Torrissen, Heini Klopfer and John Cress checking grade on lip of mammoth Olympic jump's 80-meter takeoff, behind them a vast expanse of new construction: Olympic village at upper left, massive concrete buttresses of arena at right

It looks like we're headed for the

finest Olympics ever!

SKI magazine presents an encouraging progress report on Squaw Valley, based upon first-hand investigation by western editor WOLFGANG LERT

A tour of facilities at Squaw Valley is impressive indeed. So much has already been completed, and the technical details are being handled so well! Although perhaps not ideal from the spectators' point of view, everything looks good for the athletes—which after all is the important thing—and the 1960 Olympic Winter Games may well be the best ever held

Outside of Squaw Valley itself, the Winter Olympics have given great impetus to road building. Transcontinental Highway U.S. 40 is being made into a four-lane expressway along large sections. It looks to me as though they will have trouble completing this in time, especially over the Donner Pass area, but much has already been done. The prettily winding two-lane road from U.S. 40 to the entrance of Squaw Valley is now a straighter, duller, but infinitely more

efficient four-lane road, much better for the heavy traffic.

A great deal of work has also been done on the road leading into the valley—formerly a rather narrow dirt road, with little old bridges leading over Squaw Creek which used to be flooded or torn out every time we had a big rain. Now, at the valley entrance, and for part of the way into the valley, this is a huge paved area of about eight lanes, with a kind of turnabout for buses and cars where it finally narrows. From there on it leads through Squaw Valley and into the Olympic area as a paved four-lane highway over three large, heavy concrete bridges.

Construction, with the help of the good weather late into fall, is very far along. Despite some leftist-inspired newspaper stories in Europe, it is my impression that the athletes are going to be taken care of better (Continued on page 73)



Dave Bradley makes the powder fly in New Zealand in 1937. He was national nordic combined and European four-way combined champion

DARTMOUTH IN THE OLD DAYS

Part II of Two Parts

The era of Prager and Durrance

by DAVID BRADLEY

Modern skiing—that is, controlled high-speed skiing—came to this country on the sturdy shoulders and stubborn legs of a schoolboy from Florida and Newport, N.H. It is hard now even to imagine what skiing was like before Dick Durrance. Otto Schniebs, of course, taught control—the snow-plow, the schtemmmm chrrrristy—but the plain fact was that downhill speeds had already gone way beyond these primitive techniques.

The ultimate expression of the cutloose-and-cling school was probably the Hochgebirgers, a Boston version of the British Downhill Only Club: Bright, Livermore, Page, Trafford, and others. Bright was their Ullr. They all skied according to Bright's Second Law: namely, that when a heavy body is allowed to run in a



Even in the thirties, Dick Durrance's jackrabbit style was modern in all essentials, as this "tempo turn" clearly demonstrates

straight line down a mile of mountainside, and is then faced with an impenetrable spruce corner—something is bound to give.

Generally it was the forest, although Bright's lifetime presidency of the Broken Bones Club (five is it, or six?) testifies to the fact that an occasional aberrant stump or bough got in a good lick before being overwhelmed by the onslaught of Bright limbs.

The Hochies were a hardy crew in the great tradition of the Inferno races. They were, obviously, a reaction to that bayside culture of quiet desperation, but no one would ever accuse them of control.

Into this society of madmen with steel legs and flattened eyeballs came a small, blue-eyed phenomenon. Appalachia of 1933 briefly records the event:

"Outstanding individual performance during the winter was the complete domination of every event by young Durrance."

Born in Florida, of short stature (perhaps 5'5"), and of a gentle artistic disposition, young Durrance was about as unlikely a phenomenon as anyone could imagine. But Dick had lived twelve years in Garmisch, entering men's races while still a youngster, and he had brought back a longradius high-speed turn which was a revelation. The "tempo turn" was, and still is in all important respects, the modern high-speed turn. The Ski Annual reported:

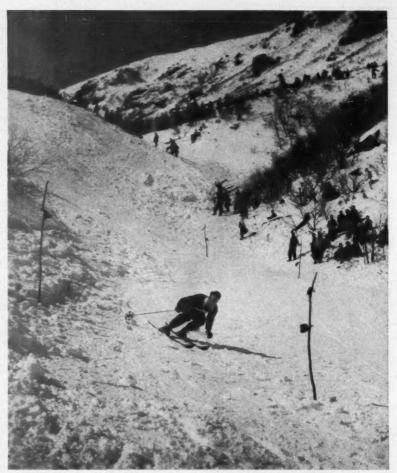
"It seemed that all Dick needed to do to turn was to tip his head, birdlike, from left to right, or right to left. When his head turned so did his body."

Actually the Tempo Turn was more

complicated than that. There was one brand-new technical innovation which Dick introduced and on which the tempo depended: downpull. Dick made his own downpull attachments out of rubber loops, cut from inner tubing, which ran aft from his ankles to a hook on his skis. Downpull made possible both his vorlage and the fine artistic control he had fore and aft of his skis. The rubber bands were, of course, the precursor of many commercial models: the Superdiagonals, the Amstutz springs, the Kandahar cables, and finally the modern downpull binding.

Beyond this important invention—downpull—Dick also had two natural physical attributes which would have made his style spectacular in any decade: first, he had strong but flexible ankles, now much talked about in the matter of "edge control"; second, vor-





Dick Durrance runs the course he set for the first giant slalom in 1937 on the Headwall and Sherburn trail at Mt. Washington. Using amstutz springs, Durrance introduced downpull—and the age of controlled skiing—to alpine competition in the U.S.

lage mainly from the ankles, that is, an upright body suspended on powerful springy legs. In running at high speeds Dick literally flowed down a mountain, wasting no time in skidding, as though the whole race course were one continuous easy motion.

In the fall of 1934, with the guidance of Prof. Proctor, Dick entered Dartmouth College. He worked, waited on table, and took his studies seriously. Sciences were a chore, and the incomprehensible social sciences a matter for tearing of hair, but in art, photography, and music he found his place. There were those who thought he should take up skiing as a career, but skiing was only a sport to him, his interest in it amateur.

In the spring of 1935 the national downhill and slalom and Olympic tryout races were being held on Mt. Rainier. Otto Schniebs sent out Durrance, Ted Hunter, Linc Washburn, Bem Woods and Warren Chivers. They went loaded for deep powder. Ted even took a pair of light jumping skis for the downhill race, which, it was assumed, would be a nearly straight descent above timberline.

The man of the meet was a wild man from Austria, one Hannes Schroll, who came bounding down, legs apart, arms and hat in the air, yodeling, to take both the straight course and the slalom. Dick made second and third, and strange to say, already people were asking, "What happened to Dick?" The report of that Olympic tryout slalom, written by Charlie Proctor, is of some interest:

"Durrance's first run seemed good with only one slight error due to the flags having been changed after he had looked them over. His second run looked wonderful from the lower slope and I thought he had beaten Schroll after all. Later I found he had made a bad mistake in coming over the cornice near the start and had fallen below a pair of flags on the steep slope."

It is fair to say that during the next six or seven years Dick made almost no other mistakes. He can remember dozens, of course, but the reports tell of none and the times deny their existence.

Dartmouth sent Durrance, Hunter, Chivers, and Washburn to the Olympics, which were run very efficiently by German officials and the new German army under the glare of Hitler's screams among the Neanderthal Herrenvolk. In spite of this, the Olympics of '36 were great races among fine sportsmen and particularly memorable because of Birger Ruud who won both the special jump and the downhill and nearly cleaned out the alpines. Birger's was the clear joyous shout of all skiers announcing to whistle-blowers, entrepreneurs and politicians that skiing is a sport, not a military engagement.

Dick was shooting close: eleventh in downhill, eighth in slalom. In the same Ruud voice were his long jumps on the Garmisch eighty-meter hill; in the same voice were Warren Chivers' jumps, later, at Holmenkollen, followed by alpine races and touring at Galdhoppigen.

That spring Otto Schniebs resigned from Dartmouth. His place was given to Walter Prager of Davos, a fine four-event skier. What Dick could do and demonstrate so well, Walter could teach. In the west Otto Lang was beginning to teach the same skills. The era of the wild man was gone for-ever; the era of the four-event skier had not yet passed.

Still, one problem remained: the horrid herringbone, the slog uphill, uphill. Skiing could never have wide popularity until something was done about the herringbone. As far back as 1915 skiers were questioning. In the reports of the Dartmouth Winter Sports Council for that year one finds:

"The engine to haul men up the gully on skis during Carnival was discussed and the consensus was that it would prove impractical."

Exactly twenty years later Bunny Bertram, an ex-Dartmouth skier, helped to entangle a hill in Woodstock, Vt., with ropes, wheels, and an engine, and began operating the first ski tow in the country. A year later the DOC contrived an even more elaborate clanking device on Oak Hill, a mechanism which still runs on as though hypnotized. J-bar led to

Continued on page 64



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Ski Industry Views Ski Accident Problem

I. "Skiing is the healthiest sport I know"

To the editors of SKI: The recent article, "The Shocking Truth About Ski Accidents," seems to need some comment from the area operators and others commercially interested in skiing. It was very kind of you to allow me, as president of the Eastern Ski Area Operators Association, a chance to write an article on another phase of the picture. Since you agreed to this, the article herewith, has come to my attention and seems to fit the bill so well, I have submitted it in full, rather than write another article, using parts of it.

—H. H. WHITNEY

by DENNING MILLER President, Stowe-Mansfield Association

Skiing is a sport that challenges the heart, the courage. It has always been so, and if skiing is to maintain its outstanding position as the most popular winter participation sport, it must always have this essential element, which requires its devotees to overcome their natural timidity. It is this challenge which accounts for the vigor, the vitality and the health that the skier brings away with him from the trail or slope.

Danger is the basic spice every really sporting man, woman or child requires. In skiing the danger is the risk of bodily injury. Nobody denies it! There is nothing new, startling or shocking about this fact. What is indeed shocking is that an American should not measure properly a risk against a gain. If what American youth gains from learning to ride a horse or shoot a gun, from playing hockey, football or lacrosse is to be denied, because some unlucky youth has died from a hard block or some unfortunate girl has broken her back from a fall from a horse, then we had better hire gladiators as the Romans did, to relieve our sporting instincts.

What is even perhaps more shocking is that American journalism should seek sensationalism on a plane which seems to want to frighten us out of what some of us like to think is a national heritage of courage. What is indeed appalling to all of us who love the sport of skiing is that a reputable publication devoted to the interest of the skier should display statistics of skiing accidents as if they were some grizzly skeleton produced from a Victorian closet.

Over the twenty odd years during which skiing has attained to present enormous popularity—as a sport that has done an important part in increasing and restoring health to modern living—great numbers of willingly anonymous men and women have worked—unpaid and largely unrewarded—to minimize the risks run by

those who ski. Anyone whose experience goes back fifteen or twenty years remembers the "good old days" of untended rope tows, narrow trails, ungroomed slopes, amateur ski patrols, inadequate instruction, primitive equipment and the almost complete absence of attendant medical facilities.

All this at most major ski areas has been largely corrected. In general, the larger and more successful the area, the more attention is paid to grooming the snow and to maintenance of uphill equipment, to courtesy, safety and accident prevention. Here at Stowe—as elsewhere throughout the nation's ski resorts—the conscientious, devoted skier has always been safety-conscious, and over the years this conscientiousness has produced the great dividends of health and enjoyment that the present postwar generation seems to be enjoying so avidly.

But today—as twenty years ago—there is little or no mystery about the vast majority of skiing accidents. They arise from a comparatively short catalogue of human failings or stupidities. A statistic, to be sure, will not disclose these facts, unless and until we supply truth serum to the ski patrol or furnish lie-detector equipment to our ambulances.

For example, I broke my leg many years ago chasing a cute blond—who skied a lot better than I did—down a steep slope I had no business being on. A person whose principal exercise from Thanksgiving to Christmas has been running for the 7:47 should not think he can ski the Nose Dive seven or eight times the first time he is out.

We are supposed to be a mechanicallyminded people, but if your new set of safety bindings is not properly adjusted, it can bind your boots to your skis as securely as do the hotshot's longthongs. From childhood one has had to deal with the force of gravity; yet there are skiers who do not seem to understand that the motions which produce a smooth and excellent turn on the downhill side of a bump can easily result in a bad fall if tried as you enter a hollow.

My partner, Larry Heath, and I have a lodge up Edson Hill in Stowe. Usually we know when a guest is due for a bad fall. There is a cockiness, an assumption that he or she has it made, that all this talk about the difficulties of skiing—about technique, snow conditions, control and equipment—is not really applicable to a courageous, well-coordinated person such as he or she is.

Sometimes they will listen to us when we put in a word or caution; sometimes they do not. Often they are lucky and get nothing worse than a bad shaking up when they catch an edge or a turn doesn't go; occasionally they end up with the sprain or break that ends their skiing for that year. Most of them come back and are then smart enough to know that this is a fair price to pay for what skiing has become to them.

There is of course in all the above this element of luck; the snow bunny lying laughing in the middle of the narrow pitch, the windblown knoll with the little rock that catches a sliding edge, the new technique not perfectly mastered, etc. But this is true of all life: in driving a car, crossing a street, even in taking a bath or cooking a dinner.

Indeed, as the devoted skier is so apt to remark, skiing is not just a sport, but a way of life. Without the element of luck, of good and bad fortune, life would be a sorry, dull business. In life likewise it is clearly a matter of personal choice how hard, how enthusiastically one wants to live it. This, too, is true of skiing.

No doubt we could protect both the young and the old from folly or temptation, but to the same extent we would lose the teachings of the hard school of experience, in which alone most characters are formed and tempered. We tried it in this country forty years ago with a "noble experiment" and found out it was noble only in intention and not in any practical, useful result.

Skiing is a sport that does more for more people than any other I know. This is not just because it takes place out of doors at a time of year when the impact of modern living most heavily taxes our bodily and nervous systems. The thing that makes our hearts pound, that cleans out our lungs and puts new tone and vigor in our muscles is that our courage is tested. If there were no danger, we would not need to master a fearful imagination nor would we experience the glow of health that comes from successfully meeting a recurring challenge.

That the risk in skiing has been steadily reduced over the years and that this trend will continue into the future is entirely secondary to the fact that without an element of danger the skier will no longer gain the dividends of physical and spiritual health which all of us derive

from a favorite sport.

II. "Skiing needs a foolproof safety binding"

by WILLIAM PARRISH "Johnny Seesaw's," Peru, Vermont

Orchids to SKI for December's accident article. This is the most constructive story the magazine has ever run. People may criticize it until they consider that SKI's audience of enthusiasts won't quit skiing because of risks. The article should stimulate ski dealers, area operators and patrols, binding manufacturers, and-who knows?-maybe even "organized skiing," to make really serious efforts to find the answers to this injury problem, which so handicaps the growth of the sport. Injuries can be practically eliminated if the necessary time, money and energy are devoted to the problem.

The "hush-hush" attitude about injuries taken by organized skiing in the past is nonsense. No problem is ever solved until clearly defined and widely recognized. There is a superlative opportunity for the NSA, its divisions, or the NSPS to be of real service to the public that supports them, by organizing and leading the search for the answers. The average skier doesn't care a hoot about racing, instructor certification-even the Olympics. He is vitally interested in

avoiding a broken leg.
At "Johnny Seesaw's," we believe the final answer lies in perfecting safety bindings. Apologies to the sensibilities of Mr. Judd of the NSPS for using the term -but it's part of the skiing lingo, just as is "bear trap" for "toe iron."

We've had long experience with safety bindings, having started selling Hjalmar Hvam's Saf-Ski in 1940, when release binding sales in the east were one percent of the total. They now amount to ninety percent, which in itself is clear evidence of their merit and the real need for them.

Since 1940 we have used or studied every make; we have wholesaled first the Saf-Ski, then the U. S. Star, to which we recently added the Stowe Flexible Binding as a most promising new development in the field. We have come to some conclusions, after long observation. Release bindings will never really be safe until:

They require no adjustment—so neither the ski shop nor the skier can change the release setting.
 Their release is fully effective at high release.

high or low speeds, without adjust-ment. The best-known makes give least protection in a slow twist.

3. They are 100 per cent secure against unwanted release at any skiing speed, regardless of adjustment.

Patrolmen at any major ski area will confirm this observation; a properly adjusted safety binding is reasonably sure to work at speeds above fifteen miles per hour, when the skis are subject to a sharp shock in a bad twist. But most bindings are very apt to fail to open when a release is needed at low speeds and the skis are subject to a slow twist, in which the element of shock-or impact-is missing. This explains the many fractures that occur in spite of a "safety binding," ranging from sprains to spiral fractures. And it is the slow skier-novice or intermediate—who most needs protection.

"Johnny Seesaw's" is also a ski lodge,

run on a membership basis. Like all innkeepers, we're in a position to see much more clearly than the shops, the patrols, the areas or "organized skiing" just how seriously injuries affect the sport. We know dozens of people having the time, money and inclination to ski, who simply won't start, because they can't afford to be laid up with a broken leg-no matter how small the risk, in terms of business, professional, job, or family responsibili-ties. We have heard of offices in New York who have told their employees that a skiing fracture will mean a discharge. They want workers, not convalescents.

Continued on page 39

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Karl Schranz: Hottest Young Man on Skis

An unknown Austrian teenager may continue the greatest winning streak in FIS history

by TONY KAIL

A hunched, dark figure hurtled from the edge of the trees into the final 100 yards of the steep international downhill course at Cervinia, Italy, on the southern slopes of the Matterhorn. Skis glued together, poles tucked up under his arms, goggled eyes glued on the finish line below, he gained momentum rapidly down the precipitous course. His large racing numeral 5, black on white, was easily visible to the grouped spectators below.

"It's the Austrian," went up the cry. "Here comes Schranz!"

Then the only sound on the crisp April air was the clicking and chattering of the Kästle hickory skis over the hardpack. The skier lurched over a dangerous mound and dip seventy feet from the finish line. With a futile mid-air effort to regain his balance he lit on one ski, fell sidewards and backwards, and spun across the electric beam in a confused swirl of snow, skis, and poles.

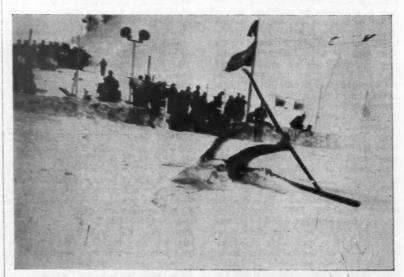
There was an anxious silence as an official helped him to a dazed and wobbly standing position. Then a loud speaker announced the time for "number five, Schranz, Austrian," and the

crowd cheered the obvious winner, who had just set a new course record and wrapped up his fourth straight international combined championship in sixty days.

Nineteen-year-old Karl Schranz of St. Anton am Arlberg in the Austrian Tyrol had pulled off one of the most spectacular finishes of 1958 or any other year, to climax an incredible two months of racing. In Austria, Norway, France and now Italy, in four of the most hotly contested competitions, he had won the combined championship against the top skiers of eight countries. In three of them he made a grand slam by taking first in all three events—slalom, giant slalom and downhill. Even the fabulous Toni Sailer had never had such a sea-

True, Sailer had won the two big ones, the Winter Olympics in 1956 (taking three gold medals for the first time in alpine skiing history) and the 1958 FIS world championship combined in Bad Gastein, Austria, last February. But Sailer has announced he is concentrating on his movie career and his new hotel in Kitzbühel.

Sailer's retirement gave hope to



In most spectacular finish of the year, Schranz capped fourth straight combined win

such rivals as the United States' Bud Werner, Switzerland's Roger Staub, Germany's Ludwig Leitner, the seventeen-year-old blond flash, and others of international stature from Italy, France, Canada and parts west. But now the black, ominous cloud of Karl Schranz has cast its shadow over the Alps, and towards Squaw Valley way out in California.

Part of the answer to the ski world's puzzled query, "Where has this guy been?" is easy. He has been right there under their noses. Not if they were among those scrambling spectators edging the course to see Sailer buzz by, then packing up their tents to leave, all interest in the other racers gone. This writer saw a downhill race in Kitzbühel last January, the famed Hahnenkamm races, where almost 8,000 departed their vantage points like ants as soon as Sailer passed. For them the race was over, or at least the interesting part.

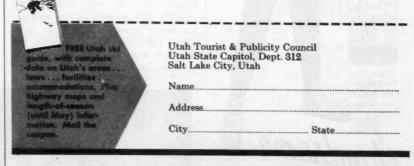
In the same Hahnenkamm race Sailer fell about half way down the second run of the slalom, during a desperate attempt to equal or better an Austrian teammate's first-leg time. As he fell over a pole, got up and fell again, a groan went up from all the watchers as far as the finish line. As the fact became obvious that Sailer was out of the slalom, the crowd, again about 8,000 people, broke for their cars and the village. The remaining contestants skied their hearts out before 500 to 700 loyal lingerers.

One of the racers in the slalom was Schranz, who fell just before the finish line on his second run, but this time did not slide across the finish line. The homely stripling, just nineteen years old, slight of build, intent and unsmiling-so different from the dashing Sailer-could not have been more obscure. The possibility that he might develop into a greater allaround competitive skier than Sailer had occurred to no one, other than a fiercely loyal group in St. Anton. The people from this village are expert judges of ski flesh, having watched many young men from their village go out and take firsts in races all over the world, the Olympics included.

One of those villagers was the late Hannes Schneider. Another who brought fame to St. Anton was handsome Toni Spiss, Olympic medal winner in 1952. Spiss has been the Austrian team coach for four years, since before the 1956 Olympics and Sailer's phenomenal triple win.



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Profile

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"I consider Schranz already to be one of the great skiers," Coach Toni Spiss told this writer at Cervinia. "Don't misunderstand me if I compare the skiing styles of Sailer and Schranz. The world knows Sailer as king. To compare Karl, a relatively unknown, to Toni seems like talk of cabbages and kings, but there is a definite basis of comparison."

"A funny thing," Spiss continued, "but even the Austrian public paid no attention to the numerous races that Karl kept winning, while the names of Christian Pravda, Molterer and Sailer were music to their ears. Schranz was almost a child and was working hard in St. Anton supporting his widowed mother, waiting for the local races and his chance in the sun. The fact that he was Austrian champion seven times in junior and senior categories went unnoticed outside of Austria, almost entirely so in Austria. Don't ask me how."

Spiss looked out over the Aosta valley, past Cervinia, and smiled.

"Actually, when Toni Sailer went to the Olympics in 1956, just two short years ago, he was almost unknown and was not expected even to race in the slalom. His specialty had been, and is, downhill racing. He was weak in slalom, the specialty of Anderl Molterer, his fellow Kitzbüheler, who consistently won this event in international races. Sailer's larger size, six feet, and heavier weight, 195 pounds, were actually handicaps around the slalom poles where lightning shifts and twists are essential. Yet, win he did, not only his specialties but the slalom, beating

Molterer (who fell once, but managed to come in second). It was a great day for Austria! Sailer became the darling of the ski world."

Still, to this year, Toni rarely won a slalom, whereas Schranz wins every event with equal ease. Look at his record time in the Cervinia downhill race. Go back to the highly regarded Arlberg-Kandahar races: in 1957, at eighteen, Schranz was the combined A-K champion, winning Sailer's downhill specialty and taking second in the slalom. In 1958 he won all three events—slalom, giant slalom and downhill! Ernst Hinterseer, one of the regulars on the Olympic Austrian team, broke his leg trying to beat Schranz' slalom time.

Karl then went on to Norway, where he skied off with the combined Holmenkollen championship, winning both downhill and slalom. Then at Val d'Isère, France, a spellbound crowd of 5,000 saw the world's best skiers hurl themselves against the posted times of Schranz, and when the snow settled, it was the same story. Schranz, the Austrian, had won every event again! Cervinia followed, and the 1958 events were over.

This series of clean sweeps in all events proved Schranz had no weakness. Unlike Sailer, who skied through his races tempestuously, this boy made them all seem easy.

"Convinced?" ask the villagers of St. Anton. "What season of Sailer's can you compare with those sixty days?"

I queried Toni Spiss about the FIS championships at Bad Gastein in which Sailer won the combined. I



Schranz (left) receives congratulations from his coach, slalom specialist Toni Spiss

wondered why I hadn't heard Schranz' name mentioned in connection with that event. He told me a story that made even Sailer blink when he heard it.

"Before each race officially starts," Spiss explained, "two forerunners clear the track and give the various timers a chance to check their devices. On each of the two legs of the slalom, Schranz was a forerunner. On both of his runs, unannounced to the audience or other skiers, Schranz had the two fastest times of the day. He would have actually defeated the winner by three or four seconds, an almost unheard of margin over an international field!"

That was Sailer's last race, and the only if somewhat unfair basis for comparison. Toni was great that day and added the second big one to his Olympic laurels.

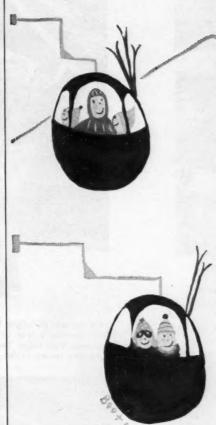
"When the chips are down, as I learned to say in the States, when it counts most, Sailer is unbeatable, or has been. You can't take that away from him."

Spiss pointed out that Schranz' private life in St. Anton was an example of the youth's dedication, Up at 6 a.m. to practice runs in every condition of snow throughout the winter. He skis three or four hours, then goes to work in a sport shop in St. Anton village. His father, now dead a few years, was a minor employee of the railroad, putting no luxuries in the path of young Karl. His work at the sport shop supports himself, his mother and his kid brother Helmut. Karl is determined that his skiing will not interfere with his education and goes to commercial school at night in his "spare time!"

As Spiss points out, "Karl is still improving! He has set course records this year on runs that stood for many years, and then went back and broke his own record!"

That seems to bode no good for the hapless Werners and Staubs and Leitners that will face him in 1960. And what if Schranz breaks a leg?

Spiss says: "Don't forget the names of Ernst Falch and Toni Mark, both from St. Anton. Ernst is junior champion of Austria and has already beaten most of the 'seniors.' He is seventeen years old. Mark is eighteen, and has won many events. Then there are Hias Leitner, Pepi Steigler, Egon Zimmerman, all under twenty-five. No, there is no concern in Austria about Sailer's retiring."



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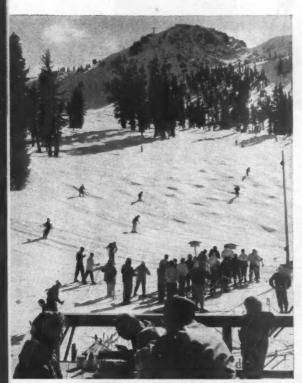


In the Green Mountain National Forest





Base lodge at Mt. Snow, Vt., this season has acquired a "skyscraper" wing, heated pool, expanded Norse House shop—while the mountain got another double chair lift to the summit!



No one photograph can even faintly suggest the wealth of skiing potential at Mammoth Mt., Calif., where a luxury ski lodge costing much more than a million dollars opened this season



Stein Eriksen, ski school head, with pretty instructor Bente Larssen in front of Aspen Highlands' elegantly conceived base lodge. Two Riblet double chairs serve wide-open terrain at the new Colorado ski paradise



Brita Lumkuhl, restauranteur Armando Orsini, Erika von Morgen and instructor Alois Schafflinger at the spanking new base lodge of Sugarbush Valley, Warren, Vt., where the country's biggest gondola lift now is in operation

Skiing'sNewSSMillionBabies

Not so long ago ski developments in the million-dollar class were very few indeed, but now million-dollar babies are being dropped in skiers' laps right and left, east and west. Here is a look in at a few plush playgrounds you can enjoy this very season, and which promise to grow even bigger and better in the years to come.



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at ski shops, hdwe., and sporting goods counters ALADDIN LABORATORIES, INC. Dept. SM-2, 620 S. 8th Street, Minneapolis, Minn. portant book is now available. Called

BOOK REVIEW

Three New Books on How to Ski

The New Official Austrian Ski System Edited by the Austrian Association of Professional Ski Teachers; translated from the German by Roland Palmedo. 126 pages, large format; numerous photographs and drawings. A. S. Barnes.

Here at last is an English-language edition of the modern classic on ski tech-nique and ski teaching, "From Walking to Wedeln," as the subtitle has it. We have waited a long time for this book: well over two years, during which its message has more profoundly influenced American skiing than any development since the Arlberg system and downpull binding-while no more than a handful of American skiers had read it in the original German, or studied the magnifi-

cent sequences of photographs.
It remained for SKI magazine, followed by other publications, to expound wedeln and the new style in skiing for the American public. The ski schools were gradually persuaded, and wedeln is here to stay.

Yet this book is not primarily about wedeln. It is a detailed outline on what and how to teach people who want to learn to ski in the mountains. It incorporates every new idea on teaching and skiing technique advanced during the past several years, and in the opinion of this reviewer has the last as well as first word on most of these ideas. It is no exaggeration to say that today, every ski instructor must be thoroughly conversant with the content of this book in order to be worth his salt.

This book is the outgrowth of collaboration among the top Austrian pros-Rudi Matt, Toni Seelos, Friedl Wolfgang, et al-who worked together for years on development of a unified teaching system. The book itself owes its thorough organization and brilliant presentation to one man primarily, Stefan Krucken-hauser, head of the Austrian government's organizations for training and examination of ski teachers, with headquarters at St. Christoph-am-Arlberg.

It was Kruckenhauser, too, who took the magnificent sequence photographs, the fruit of painstaking preparation and artistic skill. It is to be regretted that, in this edition, some of the sequences had to be broken in two to fit the new format.

Addressed to ski instructors, the text is technical and rather hard going in places, but most rewarding to the serious skier, amateur or professional. By way of orientation, Roland Palmedo wisely has prefaced his faithful translation with a magazine article by Kruckenhauser, in which the development of teaching methods is clearly explained.

A 16mm motion picture film covering much of the subject matter in this im-





CONTINENTAL TOUCH: authentic Helvetian shield on the sleeve of White Stag's all-Nylon parka. Teamed with exclusive, new s-t-r-e-t-c-h pants in stripes. In dyed-to-blend Ski-Matic Colors. Switzerland Parka \$15.95.

S-t-r-e-t-c-h Pants

BOOK REVIEW

"The Technique of the Austrian Ski Champions," it was made and edited under Kruckenhauser's supervision at St. Christoph and is distributed in this country by E. J. Mauthner, Box 231, Dept. S, Cathedral Station, New York 25, N.Y., on either a sale (\$150.00) or rental (\$15.00) basis.

This black-and-white silent film is possibly the most exciting presentation of sheer skiing skill ever made, and features terrain that God might have created for just this purpose. In its present form, minus commentary, it gives the impression of being poorly organized, however.

A good plan for any interested ski club would be to have one of its members—an expert skier, or instructor—study the book and film both, in order to explain to the audience what the motion picture is trying to convey.

Skiing . . . with Pfeiffer. By J. Douglas Pfeiffer; with introduction by Willy Schaeffler. 96 pages, large format; over 300 photographs by John M. Stephens. Privately printed, available from J. D. Pfeiffer, Box 918A, Big Bear Lake, Calif.

For the intermediate skier who is all confused about wedeln, reverse shoulder, ruade and the rest of it—for the typical American enthusiast, in other words—here is the book that can straighten him out, improve his skiing and even teach him a few tricks, all in the painless Pfeiffer manner. No how-to-ski book has ever so flaunted pedagogical proprieties or provided so much entertainment while succeeding admirably at instructing the reader.

Pfeiffer's point of departure is what he calls, in a rare lapse into gobbledygook, the "whole turn concept." No matter what sort of downhill christie you make, you must (a) get your weight off the skis, (b) turn your skis while they are unweighted, (c) change your edges at the same time, and (d) allow your skis to sideslip and control the skid. He then analyzes the various methods of unweighting, turning, etc., describes their advantages and disadvantages, and winds up with the view that all the much-discussed turns, from rotation to wedeln, have their good points, and one ought to be able to perform them all, and what's all the argument about anyway?

This is the most easy-to-understand and helpful book now available to recreational skiers. The many photographs and action sequences are excellent.

The New Invitation to Skiing. By Fred Iselin and A. C. Spectorsky. 244 pages; photographs by Lloyd Arnold and Ferenc Berko. Simon and Schuster. \$4.95.

In the revised version of this American skiers' bible, we have a truly complete and up-to-date guide for skiers of all abilities. For the beginner there are chapters on choosing ski clothing and equipment, riding the various kinds of lifts, etc. For experienced skiers, there is plenty of sound discussion of the fine points of technique.

Continued on page 70



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It Was a Long Road For Killington Basin

Developer Preston L. Smith Has Encountered Problems Galore in Conquering Vermont's Second Highest Summit

by BUD ABBOTT

Killington Peak, second highest in Vermont's Green Mountain Range, is no newcomer to summer resort business, but skiing is another story.

Preston L. Smith, long-suffering developer of Killington Basin, may have been ready on certain occasions to agree with an eighteenth century visitor who claimed Killington was "designed by nature more for the habitation of beasts of prey than for the abode of man."

Smith's monumental preserverance, however, has transformed Killington into an "abode of skiers." Three Pomalifts take skiers up Mt. Snowdon and part of Killington. Another Poma serves the practice slope. Access to the area is by way of a five-mile state-constructed road.

Seven miles of trails and slopes are serviced by 8,000 feet of lift lines, but this is only the beginning. There is a third mountain, Skye Peak, and the triplets form a two-mile-long basin. Skye Peak will be opened next season and eventually four more Pomalifts and two chair lifts will be added. The base area is 2,500 feet above sea level,

and trails and slopes already developed have a total vertical drop of 1,500 feet.

As a resort Killington got its start about 1879 when a Rutland man built a rustic cottage at the top of the carriage road which traversed the southern flank and terminated just below the peak. He enlarged the building and Killington's summit became a popular goal for summer excursionists in the horse and buggy era. In those days unathletic tourists drank their fill of the "breathtaking" view and the pure spring water and did some fishing in Pico Pond four miles away. The Killington jaunt remained popular until the early 1900s when the hotel burned. After that porcupine hunters and snowshoers were the principal pleasure seekers frequenting

In weaker moments Smith may have contemplated giving Killington back to the porcupines and snowshoers, but he was determined that it should be a ski center. Over three years ago he began the Sisyphus-like task of pushing ski trails and lift lines up Killing-



Times have changed since this gay nineties picture of the Killington House was taken. Skiers have now captured Killington Peak, Vermont's second highest mountain summit.

ton and getting a good access road.

Smith started where three previous failures had left off—trying to get a road into the almost inaccessible basin. Investors were reluctant to put up money for a ski area stranded in the wilderness; the state didn't want to build a road to a non-existent resort. Smith proposed putting investors' money into escrow in anticipation of a road. The highway proposal, however, was turned down. Two years of effort evaporated and money already put in had to be returned to investors.

With only his determination left, Smith started a utility road of his own to bring in equipment and tackled the job after once more rounding up enough investors and setting up another escrow account. This time, interested Rutland parties supported the road-building project and the 1957 legislature appropriated the money. There seemed to be nothing lacking.

Nothing, that is, except the road which was not built in 1957. Smith continued to commute through mud and disappointments, clearing lift lines, laying out trails, raising money—and planning. In 1958 his dream began to materialize. The paved access road was built, the first lifts were installed, the lodge was erected and other facilities were completed in the initial phase of Killington Basin's development.

Located off Route 4 between Rutland and Woodstock, Killington is easily reached by main highways from metropolitan areas. There are 2,000 overnight accommodations within a twenty-mile radius.

K-Basin has something for everyone from novice to expert. Beginners
as well as intermediates and experts
can ride to the top of Snowdon, at
3,600 feet, or Killington, and find
descents from three-quarters of a mile
to two miles in length to fit their skills.
The basin's altitude and peculiar location amidst a cluster of nine high
peaks should make skiing possible
early and late. (Last April there were
120 inches of snow on the mountain.)

Skye Peak will offer more intermediate and expert skiing and when 4,241-foot Killington Peak itself is conquered by a 6,000-foot cabin car chair lift, the basin will become a full-fledged, year-round resort. And once more, tourists who are immune to the ski fever can enjoy the view and nothing else. Skiers will be able to enjoy the skiing.





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Low-Cost Labor Helps Build Porcupine Area

Prison camp inmates build ski lodge, erect Doppelmayr T-bar at state-owned resort overlooking Lake Superior

by JACK MOORE and C. MEACHAM

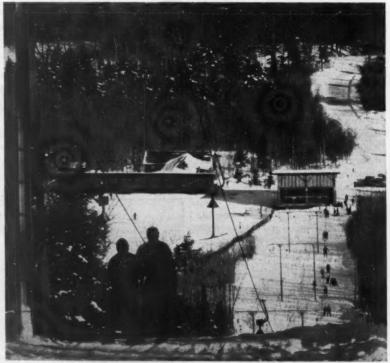
Michigan skiers are getting a bargain at Porcupine Mountains. At this state forest resort near Ontonagon they enjoy facilities valued at about \$750,000 which cost them as taxpayers only a fraction of that sum. This blissful state of affairs is made possible by the use of prison camp inmates who are helping the conservation department develop Michigan's recreation areas.

Not all the benefits accrue to skiers, although they can indulge their favorite pastime at less cost because of the program. Officials have found the prison camps beneficial to the rehabilitation of prisoners and a solution to the problem of increased prison population and lack of worthwhile employment for inmates.

Twelve such camps with about 1,200 inmates dot the state. Their contribution to the development of

public lands has been sizable during the post-war years. The Porcupine Mountains ski area has been one of the major projects. Prison camp inmates installed the first Doppelmayr double T-bar lift in the country at Porcupine and they built the ski lodge with its rental shop, rest rooms, first aid room and snack bar from lumber cut off the slopes. Its replacement value is set at \$15,000.

Tax-paying skiers being hauled swiftly to the top of Porcupine while they enjoy the sweeping view of Lake Superior can take pleasure in knowing that the labor cost them only twenty-five cents a day. The total daily upkeep for a prisoner in the camps is \$2.57. Michiganites can also be sure that the type of work and leisure time prison camps provide away from the steely clang of cell doors and the gray gloom of prison walls is helping the



Doppelmayr double T-bar is big feature of the Parcupine Mts. ski area which has been built primarily with labor from Michigan prison camps. Area overlooks Lake Superior

individual prisoner on his way back to a more wholesome civilian life.

The saving on installation of the T-bar alone was considerable. After the initial appropriation of \$65,000 for the lift, installation cost was nominal by comparison with the cost for a privately-owned area and represented a saving of about \$50,000.

One of the advantages of the double T-bar is the ability of the lifts to operate independently. Two lifts are powered and controlled from one building and use the same towers, but can be run separately. On weekdays when traffic is light, only one lift is needed. On weekends, when business picks up, both lifts can be used.

Besides the T-bar, Porcupine has three rope tows to service its seven trails for novices to experts, ranging up to three quarters of a mile in length. Approximately 20,000 skiers patronized the area last year and conservation officials anticipate no letup in the future. On the contrary, they expect a steady increase, especially in weekday patronage.

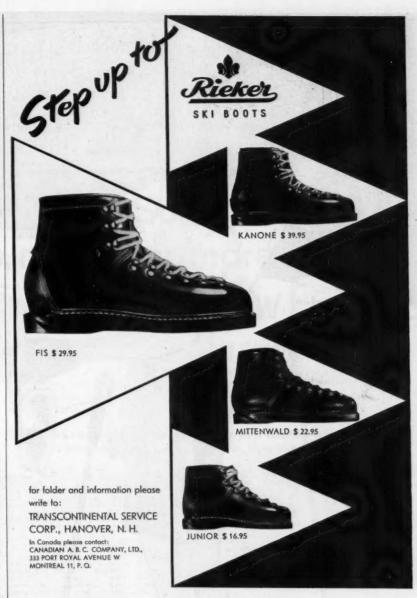
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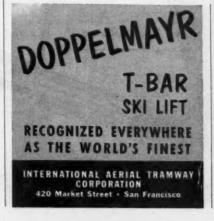
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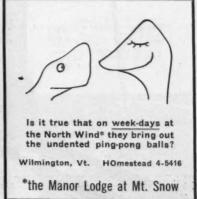
And we sincerely believe that perfected safety bindings can and will eliminate ninety-five per cent of all skiing injuries within a very few years, if the dealers will really study them and offer only the effective ones to their average customers. It doesn't matter what the hotshots use—a fast skier is well protected in any of the well-known release bindings. But the slower novice and intermediate skiers suffer the vast majority of the injuries. It is they who support the sport and most need protection.

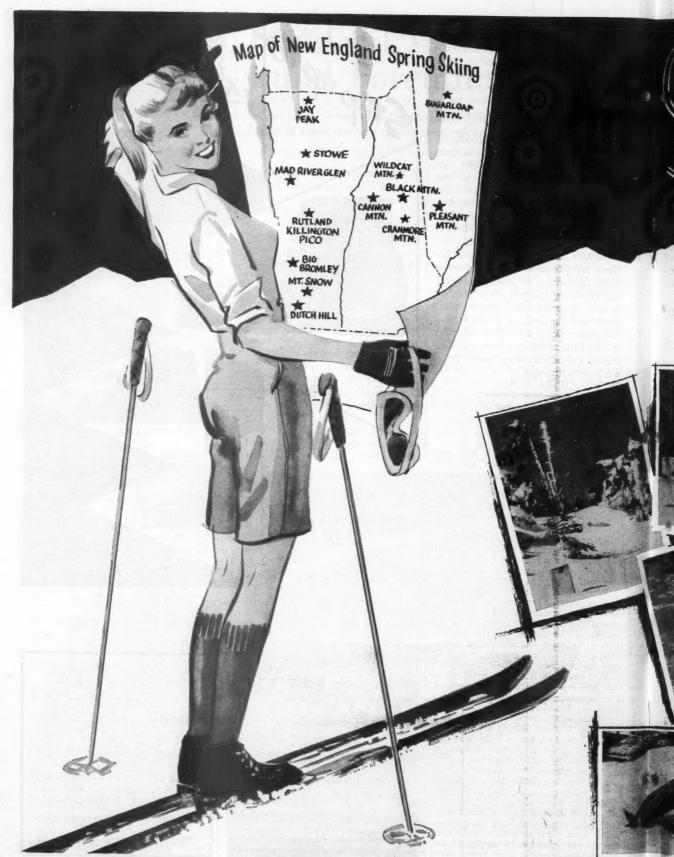
If organized skiing will really get organized on the subject; evaluate the bindings now made; and put a seal of approval on only the effective ones, for the benefit of the dealers and the public—letting the chips fall where they may—the "perfect" safety binding won't be long in forthcoming.

Here above all is a direct challenge to Mr. Judd and the NSPS. Highly respected by the public, the national patrol is also in the best position to make a serious, impartial and constructive investigation of release bindings as well as area maintenance practices, and to publish its observations in the ski journals. In spite of the interest of many individual patrol-men, the directors of the NSPS have always taken a negative attitude toward safety bindings, comparable to that expressed by Mr. Judd in his December letter, and in effect, have damned them with faint praise, and let it go at thatrather than going to work to determine the basic requirements for an effective release binding.











longer days, more sun, more fun! -That's Spring Skiing in New England



Plan now to treat yourself to the best skiing of all. March is grand and as the poet might have said, "Oh, to be in New England, now that April's there." You're relaxed in the warmth of the Spring sun and you'll find your skiing better than ever.* Enjoy a leisurely lunch while acquiring a summer tan. You'll still have plenty of daylight left for a full afternoon of skiing. And travel is a snap for roads are cleared of winter snows.

For full information on Spring Skiing in New England write to Ski Magazine, Dept. Spring, Hanover, New Hampshire.

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CANNON MT.

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QuickSolution to the Short Ski Shortage

by ADAL FRIED

My wife busted a leg last season, and when all this about short skis came out in SKI magazine, that was what she wanted. Can't say I blame her.

The problem was: how to get my wife on short skis, and also buy myself a new pair of Heads as I had planned.

A look in the ski room merely confirmed what I knew already. There wasn't a thing in there shorter than seven feet.

She wanted six-foot skis, no more, no less. So what to do?

A look in at local ski shops confirmed what I knew already. If she got new sixfooters, I would get no Heads. And I'd been saving my pin money from writing SKI articles for just that purpose!

Back to the ski room. As I looked over the accumulation of many seasons, my eyes lingered on a pair of seven-threes that hadn't been used much and had natural wood tops. Then the solution occurred to me, and from this point to short skis for my wife was merely a hop, skip and jump.

It was like old times, when a ski was something you repaired yourself, refinished every spring and kept in condition for years, instead of something to be used and discarded when the paint got scratched. In the old days, we would have thought nothing of cutting down a pair of skis like that to fit a child or smaller person. Why not today?

In a trice I took off all the hardware, plugged the screw holes and hacksawed fourteen inches off the tails (the skis actually measured 7'2"). I took them to a woodworking shop in town, where they took three ½2" cuts off the tops of the tails with a table plane—till the flexibility was right—sanded the binding platform to the proper shape for the new dimensions and sanded the entire tops of the skis. Cost: seventy cents.

Next, I took them across the street to an auto body shop and left them with a man who was spraying a '58 Chevvy in a sexy light blue. Next day, when I picked them up, they had six coats of lacquer on the tops. Cost: \$1.50.

After filing and sanding the tails a bit and painting the sides of the skis with flat black enamel, my wife had what amounted to a new pair of short skis.

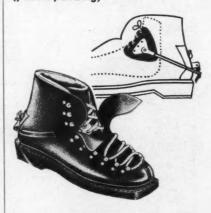
Oh, I dressed them up a bit. Striping on the tops. Metal protectors at tip and tail. Shiny new release bindings. But these were all optional extras. What counted was that I had a pair of short skis at a cost of \$2.20.

Wonderful idea, you say. You're off this very minute, going to cut down a pair for yourself, for junior, or whomever. But hold on just a minute. Do you know what you're doing? Have you spent twenty years fiddling with skis?



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BALLY

There are pitfalls. You must either know what the finished product should look like, get the help of someone who does, or borrow a sample ski of the right size as a guide. Otherwise the result may not be what you hoped for.

The tops of the ski you take down should be flat and free of any metal or hard plastic that might dull a planer. Short skis for all but lightweight adults must be relatively stiff, and there must be enough wood in the ski you cut down to permit relocation of the binding platform.

You may be lucky, as I was, and have a pair that can be reduced with little fuss. In this case simply hold the tail of the ski down on the plane table, and the cut will follow the contour of the ski, Take down both skis till the thickness of the tails is about right, and check flexibility by holding the skis bottom to bottom and squeezing the middles together. The tails must be reasonably flexible. The back of the original binding platform will be partly cut away, and a bit of extra sanding at this point will get rid of the hump.

In cutting down a ski for a child, it may be necessary to start with a cut or two across the binding platform, while the tail is held off the table, before the tail is planed down. For a grownup, fifteen inches is as much as any ski can be shortened successfully.

The resulting skis will be slightly out of proportion-narrow at tails, wide at tips-but for any slow skier, this is all to the good. They turn easily, and give you a nice secure feeling when you put your weight forward in a turn, as you should.



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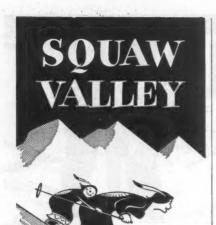
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VIII WINTER OLYMPICS . 1960





Out of the Fog, or Skiing with Glasses

Myopic maestro gives specs for skiing specs—

If you can read this without glasses, don't bother

by Doug Pfeiffer

I am often asked, "Don't you find it dangerous to ski with glasses?"

My answer: For those who are as short sighted as I am it is dangerous to ski without glasss. In fact, it is almost impossible.

But this creates problems, as all people with false peepers know. Here is a list of some of the woes of wearing glasses as well as some solutions to banish these woes.

What kind of glasses do you find best?

Heavy plastic frames with a triplepronged hinge, with wire-reinforced temples, have proved to be the most durable. The lenses should be casehardened for protection against shattering (cost—about \$3.00 per lens).

Have you ever broken your glasses while skiing?

I have never broken a lens; however. I have broken the frames on several occasions. Plastic frames seem to become brittle in cold weather, or else the plastic "fatigues" with age and use. For this reason I always have a quick-setting glue (such as Duco cement) readily available. A thick coat of glue must be built up around the fractured frame to insure a secure bond. I understand that there are plastic solvents which permit a rapid and very strong re-bonding of a broken frame. However, I have never used any such solvent. Perhaps one of SKI magazine's readers could write in this information.

What happens to your glasses when you fall?

After a severe eggbeater usually I have to grope my way several yards back up the slope to retrieve my specs, which seem to leave my face without effect and without harm to either. During less severe falls my glasses seem to remain where they belong.

How do you keep your glasses from falling off?

A. By the use of a string around the back of the head, tied to small holes drilled through the ear end of the temples. Along with the string, a rubber band must be used to keep an even tension on the temples. You could use a commercial device for this (Glas-Gard, Seron Mfg. Co., Barber Bldg., Joliet, Ill.).

B. Keep the temples tight by folding up a tiny piece of paper and pinching it in place at the hinge. A small (%" by %") piece of adhesive tape serves very effectively the same purpose. I use this method most of the time.

C. A tight, knitted wool earband helps keep glasses on, as does a ski cap with tie-down earflaps.

What do you do when you get snow on the lenses?

To prevent fogging and icing you must dry the lenses very thoroughly. For this reason I always carry a clean, dry handkerchief with me, or some highly water-absorbent tissue paper. Often a warm, dry, thumb-and-fore-finger, used windshield-wiper fashion, serves the purpose equally well.

How do you prevent fogging or misting of your lenses?

Many commercial preparations help, such as Neva-Mist, Kleer-Glas, etc. A treated cloth is available as well. You can make your own solution by dissolving soap flakes in warm glycerine, applying a tiny drop to both sides of each lens, then polishing the glass with a soft dry cloth.

Are there any other ways to prevent fogging?

Yes, in cold weather, while bending over to put on bindings, breathe hard so that your warm breath is blown away from your glasses. This is especially important if you wear a hat with a peak or bill. Also, avoid breathing with your head bent forward, lest the warm, moist breath rise up directly on to your lenses.

What do you do when you enter a warm room after being in the cold?

I say to myself unprintable words. push my glasses to my forehead, and try to recognize the fuzzy people as best I can. I have never found a way to prevent the sudden fogging that occurs in this situation.

What kind of sun glasses work best?

Prescription, case-hardened, tinted lenses. Yellowish lenses for flat light, greenish or brownish lenses for brilliant sunshine. Plastic lenses are less expensive but they become scratched too easily for my purposes. Clip-on sunglasses can be very helpful, and are considerably less expensive. A very promising new model this year is the Tuc-Over, nylon-framed item made by Watchemoket.

Do you ever use goggles over your glasses?

Yes. The most satisfactory of these have been the Ideal, molded neoprene goggle with interchangeable lenses and built-in side grooves to accommodate the temples of the glasses; and the Bouton soft plastic type of goggle which fits over many styles of glasses. However, I find it necessary to punch in almost twice as many holes as exist in these models to prevent fogging. Be very careful not to breathe out while placing goggles over your glasses, lest you fog them both even before you get them on.

How do you clean your goggles and glasses?

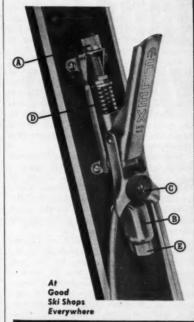
A silicone-treated paper, such as Eye Savers, seems to work best.

What about contact lenses?

The manufacturers and fitters of contact lenses, of course, claim them to be ideal for the sportsman. Some skiers, however, claim that contact lenses can and do pop out from your eye occasionally when you are engaged in strenuous activity. Optometrists claim this is merely a result of an improper fitting. That may be so, but it is the user of the lenses who must pay for insurance or replacement costs. Perhaps the readers of SKI could give us the accurate facts on contact lenses, or perhaps I will be able to give you a first hand report on this topic myself for next season.

So, dear readers, raise your glasses on high, make the best of your handicap, and ski on through happy days and deep fog.

SKI, FEBRUARY, 1959



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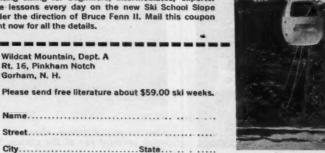
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NEWS IN BRIEF

Joe Dodge Retires as Appalachian Hut Manager

A career that began in 1922 ended on Jan. 1, 1959, when Joe Dodge, manager of the Appalachian Mountain Club hut system, retired after thirty-six years of service and accumulated honors.

During his tenure Joe received, among other accolades, an honorary master of arts degree from Dartmouth College and the New England Council's silver bowl for 1958 for his outstanding contribution to skiing. A winter rescue in the early days of his management earned him a life membership in the Appalachian Mountain Club.

Not the least of his accomplishments was his raising of an Olympic skier in his son, Brooks. Dodge, a native of Massachusetts, went to Pinkham Notch in 1922. From that time he guided the growth of the hut system to the point where it provides lodging for 20,000 skiers and climbers annually.

Dodge will be succeeded by George T. Hamilton, formerly of Melrose, Mass., and assistant hut manager for the past three years. A World War II veteran and graduate of Springfield College, Hamilton spent three years as a conservation officer for the New Hampshire Fish and Game Department.

Dr. Hans Kraus Selects Patrol Medical Committee

Dr. Hans Kraus, chairman of the Eastern Ski Patrol medical committee has chosen the following as members of the committee: Dr. Edward J. Coughlin, Dr. Sawnie Gaston, Dr. K. George LaQuer, Dr. Jesse Mahoney, Dr. Harrison McLaughlin, Dr. T. B. Quigley, Dr. Sherwin Staples, Dr. Whitman Reynolds and Dr. Allan J. Ryan.

Dr. Kraus also has selected a group of skiers, patrolmen, doctors, area operators and others to act as consultants. A major project of the committee will be an accident prevention program based on authoritative facts gathered by doctors,

Ski Council of America Starts Membership Drive

A national membership campaign has been launched by the newly-formed Ski Council of America. The council's aim is to promote every phase of skiing. Membership is open to manufacturers, importers, retailers, area operators and others in the industry.

Temporary headquarters are in Syracuse, N.Y., but plans call for establishment of offices on the west and east coasts. Erney Hirschoff, proprietor of the Liverpool, N.Y., Sports Center, is acting director and L. M. Harvey and Co. is handling publicity and public relations until permanent officers and committees are chosen. The organization is being incorporated as a non-profit corporation.

The council will promote skiing as a family sport, and through news releases, radio and television programs and other publicity keep the public informed about new developments. Market research, newsletters to members, official maps and directories and assistance in the organization of local clubs and other activities will be among the services offered by the SCA. The council also plans to establish a National Ski Week and to choose a Miss America Ski Queen as part of its nationwide program.

USEASA Sets Dates for Instructor Certification

Three 1959 examination dates have been announced for skiers who want to qualify as USEASA certified ski instructors. The examinations will be held February 1-6 at Bromley, Manchester Center, Vt.; March 1-6 at Cannon Mountain, Franconia, N.H.; and March 15-20 at Snow Ridge, Turin, N.Y.

Preliminary courses will be given Sunday through Wednesday and examinations on Thursday and Friday in each case. Successful candidates are certified by the USEASA as qualified instructors. Pre-courses will be conducted by Neil



Alex Marsten, Pittsfield, Mass., ski shop operator, goes in for helicopter ski joring, which provided fun at the opening of the Jug End Barn's area in South Egremont



NEWS IN BRIEF

Robinson at Bromley, Paul Valar at Franconia and Rudy Kuersteiner at Snow Ridge. Kuersteiner and Valar have been added to the list of examiners this year, according to Prof. George F. Earle of Syracuse University, chairman of the USEASA certification committee.

Other examiners are Mrs. Valar, the former Paula Kann; Robinson; Bruce Fenn of Wildcat Mt.; Bill Hovey of Lake Placid; Cal Cantrell of Whiteface Mountain; Herbert Schneider of North Conway; Jim Howard of Hogback; and Kerr Sparks of Stowe.

Sid Cox of Watertown, N.Y., has been named a new member of the USEASA certification committee. He has been, since 1956, executive secretary of the joint legislative committee set up to improve winter sports and tourist business in New York.

Candidates can obtain information and application cards from Stanley Heidenreich of 289 Central Ave., Albany, N.Y.; Professor Earle; the pre-course instruc-tors; or the USEASA office, 98 Main St., Littleton, N.H.

Jury Favors Defendant in \$50,000 Injury Suit

The jury found for the defendant in a \$50,000 damage suit brought by Dr. Warren E. Gerber of Chicago against the Telemark Co., Inc., of Cable, Wisc., which operates the Mt. Telemark ski

Dr. Gerber sued the ski area for injuries he claims he suffered as the result of an improperly adjusted release binding. He claimed that he received a broken ankle because a binding, which had been adjusted by a Telemark ski instructor, did not release in a fall.

Sally Deaver to Teach Instead of Race

U.S. International racing star Sally Deaver of Whitemarsh, Pa., silver medal winner in giant slalom at Badgastein last year, has decided not to compete in the 1960 games at Squaw Valley.

Miss Deaver has become an instructor in the Peter Estin Ski School at Sugarbush Valley, Warren, Vt., and as a pro-fessional ski teacher is disqualified from competing under Olympic rules.

The new gondola lift area also has on its teaching staff Clemens Hutter, Sandy Whitelaw, Doug Burden and other skiers of international repute.

Madi Springer-Miller, Hans Kraus to Wed

The engagement of Olympic and FIS veteran Madi Springer-Miller of Stowe, Vt., and Hans Kraus, M.D., well-known physical rehabilitation specialist, skier and mountaineer of New York City, was announced on New Year's Eve.

Miss Springer-Miller, who is employed by the Scandinavian Ski Shop, 45 East 59th Street, New York, has also announced her retirement from international-class competition.

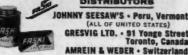


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NEWS IN BRIEF

National Geographic Features U.S. Skiing

"Skiing in the United States," a comprehensive story of the sport in this country, appears in the February issue of the National Geographic Magazine.

Written by Kathleen Revis, the story covers skiing from West Virginia to New England and the Far West. Miss Revis has also illustrated her article with many photographs depicting the pleasures of skiing.

Some of the most spectacular photos show torch-bearing skiers leaping through hoops of fire at Steamboat Springs winter carnival. Miss Revis reports that she found some of the best-groomed slopes in the country at Cranmore Mt. in North Conway, N.H.

Corrections in the Competition Schedule

The 1958-59 competition schedule in the December issue should have indicated that the Mason-Dixon Invitational Combined is open to all interested intermediate and expert skiers. The event is sponsored by the University of Virginia Outing Club in cooperation with the Ski Club of Washington, D.C., and is held February 28 to March 1 at Cabin Mt. and Weiss Knob, W. Va.

In the Southern Rocky Mountain schedule a Class C and Open competition on February 8 at La Madera, N.M., is sponsored by the Albuquerque Ski Club. It was incorrectly listed as a jumping event sponsored by the Steamboat Springs WSC.

Manoir Saint-Castin Being Rebuilt After Fire

Reconstruction of the Manoir Saint-Castin, which burned November 19, has already begun at Lac Beauport, Quebec, and the famous Laurentian resort's two T-bar lifts and two rope tows are in operation as usual. The new chateau is expected to be completed in June and will accommodate 100 guests.

Untouched by the fire were the Chalet des Skieurs rest house and the cafeteria. The ski school is also in operation after late November snow provided good skiing in the Lac Beauport snow bowl.

Baldy Notch, California, Gets Remodeling Job

Baldy Notch ski area near Los Angeles has had a \$50,000 remodeling job that removed 100,000 cubic yards of earth from a knob alongside the top terminal of the Sugar Pine Canyon chair lift.

The knob was bulldozed into Beginner's Gulch behind the Notch to smooth the track which leads to the foot of the Thunder Mountain lift serving the main runs. Another \$25,000 project has increased by fifteen per cent the capacity of the three double chair lifts.

Eastern, Central Areas Adopt Michigan Safety Code

Twenty ski areas in eastern and central Michigan have pledged support of the "Safety Code of Ethics" of the East Michigan Winter Sports Council. The



Four of Stowe's top ski instructors are greeted by Fred Quanjer, left, of Swissair. Left to right are Karl Fahrner, Rudi Alber, Luis Sturm and Hans Senger on their arrival from Austria to join the Sepp Ruschp Ski School staff at Mount Mansfield





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council is also supported by twenty-six communities in eastern and central Michigan and has set aside this year almost \$10,000 for promoting and developing winter sports.

The code prescribes basic safety standards for the construction and operation of ski tows and lifts, use of rental equipment, first aid training of park personnel, spectator control and informational signs for guidance of skiers.

Rutland Ski Shop Operator Dies in Auto Accident

Martin O. Lindholm, 49, of Rutland, Vt., died of third degree burns December 21, when his car burst into flames after a head-on collision with another car near Rutland. Lindholm was associated with his brothers in Lindholm's Diner and the new Lindholm Sport Center.

'North Wind' Lodge Opens in Wilmington

Add another lodge to the list of accommodations gathering around Mt. Snow. This one is the North Wind, the former summer mansion of an international wool merchant. Proprietors are Jack and Helen Taylor who have migrated from Summit, N.J., to run the hostelry in Wilmington, Vt. "Rates are astonishingly high," says Mr. Taylor, but accommodations range from dormitory to twin room with private bath. Public rooms include the lounge, Pine Room for music, dancing and cards, the set-up bar and the billiard room with ping pong.

Sunday River Progress

A progress report from the Sunday River Skiway Corp. in Bethel, Me., shows that an access road has been built half way to the summit of the mountain and a 200-foot open slope has been cleared for 3,000 feet. Expenses so far have totaled only \$30.00 and are not expected to go over \$150.00. Sale of the wood is paying for the operation and volunteer labor is helping cut expenses.

Consultant Sel Hannah has approved

Consultant Sel Hannah has approved the lift line and volunteer labor has cleared a 1,500-foot by twenty-five-foot strip. Hannah has also laid out an open slope and two trails.

Artist Sascha Maurer Does Ski Area Paintings

Sascha Maurer, Gaylordsville, Conn., artist-skier, has just completed several new paintings for ski areas and lodging places. Among them are the lodge at Mt. Snow and a trail map of the area. He is working on a tenth anniversary poster for Paul Valar's ski schools at Franconia, Mittersill and Mt. Sunapee. Maurer has also finished paintings of Crafts Inn, Wilmington, Vt.; Alpine Motel, The Gables, Strom's, Holiday House and Scandinavia Inn at Stowe; and Manoir Pinoteau at Mont Tremblant.



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NEWS IN BRIEF

Rangeley-Saddleback Area to Be Ready Next Year

Preliminary work is under way on a "family" ski center five miles from Rangeley, Me., on 4,116-foot Saddleback Mountain. The opening of the area is planned for the 1959-60 season. Behind the development are Rangeley's 1,200 residents as well as many summer residents and other interested persons. The Rangeley-Saddleback Corporation is financing the development on a 1,700-acre tract of land leased for forty-five years from the Hudson Pulp & Paper Company.

Facilities to be completed by next fall include a double chair lift to the summit of Saddleback and junior size T-bar for youngsters. Among the ski trails will be some with a maximum length of one mile and widths up to 500 feet. High altitude snowfields at the top of the mountain, where skiing remains excellent longer, are expected to be an added attraction. Clearing work was begun last fall and construction will start in the spring according to a design prepared by Sno-Engineering, Inc., of Manchester, N.H. There will be eating facilities, ski rentals and repair, a ski school and ski patrol.

AYH Publishes Ski Guide to Midwest

Handy tips on ski equipment, clothing and safety are included in the third edition of "Ski the Midwest" which includes a directory of the region's ski resorts. The booklet is published by the Chicago American Youth Hostel organization. It is edited by Lois Prather and produced under the direction of Dave Hirsch. Map, chart and text give a complete rundown on the midwest ski terrain. Free copies are available from American Youth Hostels, 410 S. Michigan Ave., Chicago 5, Ill.

Henke Film Helping Build Olympic Fund

Malcolm McLane, chairman of the United States Olympic Ski Team Fund, has thanked skiers, clubs and dealers who have contributed to the fund by booking the Henke Ski Boot film, "Wedeln." McLane expressed appreciation for the early donations, which, he said, should encourage others to contribute. The Henke film on wedeln techniques can be booked through Bernard Murith, Henke Ski Boot Co., 242 Fourth Avenue, New York, N.Y. The \$5.00 booking charge goes to the Olympic fund.

Head Factory Can't Keep up With Orders

The Head Ski Company reports orders from retailers running far ahead of production, even though the Baltimore plant is operating on an eighteen-hour-per-day schedule.



Erik Nyborg's Ski & Sea Sports Shop has been opened at Brookline, Mass.

Weston Heads School at Bald Knob, W. Va.

Bald Knob, near Ghent, W. Va., will have the services of Frank Weston as director of its ski school this year. The thirty-three-year-old Weston, a converted hockey player, has been an instructor in the Bud Phillips Ski School at Mad River Glen for the past four years. He is a certified USEASA ski instructor and in the off season operates a charter fishing boat out of Point Judith, R.I.

Colorado Ski Guide

A comprehensive guide to the ski areas of Colorado for 1958-59 has been published by the winter sports committee of the Colorado Visitors Bureau in Denver. Besides describing the areas in detail, the guide outlines available transportation facilities, accommodations, church services and pertinent information about the areas themselves. Lift rates, ski school facts, rental prices and ski patrol services are also listed. In addition there is a calendar of ski events, and a classified directory of airlines, auto rentals, bus lines, railroads and ski shops.

Olympic Tickets Available

Sixty dollars is the price tag on a season ticket for the VIIIth Olympic Winter Games at Squaw Valley, Feb. 18-28, 1960. Ticket holders will be able to see fifteen skating and ski jumping events, eight speed skating races and at least fifteen hockey games, as well as the opening, closing and victory award ceremonies.

Daily tickets will go for \$7.50 apiece, choice seats in the ice arena reserved section for \$200 for the season, and a limited number of reserved loge seats will be available at \$250 for the full eleven days of the games. Daily ticket sales will be limited to Squaw Valley's capacity of 30,000. Ticket applications



NEWS IN BRIEF

should be sent to the Organizing Committee, 333 Market St., San Francisco 5, Calif.

Special Map Shows Details of Olympic Site

A special map of the Squaw Valley-Lake Tahoe area showing the site of the VIIIth Olympic Winter Games and the locations of other ski areas within a hundred-mile radius has been published by the California State Automobile Association.

Olympic officials have requested copies for mailing in answering applications for tickets to the 1960 Olympics. The map is also being distributed to American Automobile Association members who request it.

Another feature of the map is a detailed plan of the Olympic installations at Squaw Valley, showing the locations of the buildings, ski jumps, ice rinks and other competitions sites.

New York Has Plans for Catskill Mts. Development

A site is under consideration and plans are being formulated for a new ski development in New York's Catskill Mountains. The New York joint legislative committee on winter tourists, which is working on the project, hopes that private capital can be induced to undertake development of the proposed area. If the private funds do not materialize the committee will go ahead with plans for state development.

The committee's offer of the services of Sel Hannah, its design and construction consultant, was taken up by Tupper Lake last summer for the municipal development of Mt. Morris. The consultant service is free to prospective ski developments. Hannah's work on Mt. Morris included lift line and trail layout and a comprehensive development plan for the

USEASA Holds Training Camps for Young Skiers

One hundred young eastern skiers were invited to train at six camps operated by the USEASA during the Christmas-New Year's vacation period.

Meriden, N.H.; Northfield, Vt.; and Lake Placid, N.Y., were the sites for nordic training. Stowe and West Dover, Vt., had alpine camps for boys and Franconia, N.H., alpine training for girls. The three alpine camps were conducted for juniors from December 20-23.

Black Mt., Wildcat Have Co-op Ticket

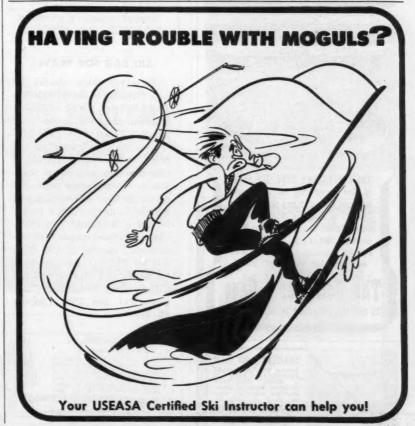
Black Mountain Tramway of Jackson, N.H., and Wildcat Mountain Gondola Tramway in Pinkham Notch have inaugurated a cooperative ticket plan good for both areas. The seven-day ski pass allows skiers to use the combined facilities of Black Mountain and Wildcat.



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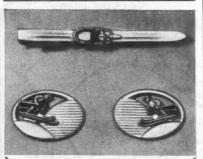
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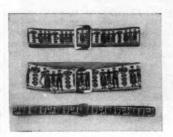


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Traveling skiers should be happy with a Bernardina Ski Bag which has both a wide web shoulder strap and conventional handle. Three tape ties hold skis, poles and "extras" in the bag. The Bernardina is made of fifteen-ounce waterproof canvas, is eleven inches wide and comes in five different lengths with a doubled end for longer service and greater protection. There are three zipper and two open-end models. Zipper bags sell for \$12.95, open-end bags for \$8.95 and may be ordered C.O.D. from Bernardina Company, P.O. Box 7965, Chicago 80, Ill.

PANTS IN 27 COLORS

Andre stretch ski pants come in twenty-seven colors, tailored to measure, with full guarantee. For men and women, \$55.00. You can also get harmonizing jackets of silk, nylon or cotton in designer prints for \$30.00 and up. Order from Andre, 21 West 56th St., New York 19, N.Y.

SKI NAME PLATES

Keeping a weather eye on your skis can be bothersome, but with name plates it's much easier. You can get two engraved brass name plates with screws for \$1.00 from Ski Name Plate, P.O. Box 330, Green Bay, Wis

GUIDE

SKIN-TIGHT SHIRT

A skin-tight shirt by V-Man makes an excellent undergarment for skiing. Fits like a second skin with extra tight stitch that insulates and helps keep body warmth in. Has reinforced shoulders and seams. Comes in black, white, powder blue, navy, yellow. Sells for \$1.95. Give chest and waist size when ordering from V-Man Incorporated, 156 Rivington St., New York 2, N.Y.

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Just the right size for carrying personal items is the "Fanny-Pac" offered by Trans World Airlines. It's 8½x5x2½ inches and comes complete with belt. Made of red and white waterproof material, it has a long side and top zipper. Tuck your cigarettes, camera, sun glasses, ski wax and other small items into it and take off. Send \$1.50 in check or money order to TWA Ski Dept., 480 Boylston St., Boston 16, Mass.



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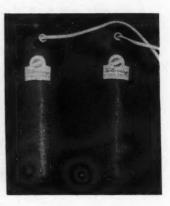


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ALASKA SOUVENIR

Adventurous skiers will soon want to be trying their skill in the forty-ninth state. Here's a chance to get a souvenir Alaskan ski pin and a guest invitation for one free day of skiing at the Arctic Valley Ski Bowl near Anchorage, Alaska. Just send \$2.00 to Alaska Ski Enterprises, Box 3-624, E.C. Br., Anchorage, Alaska.

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Totem is a new, handy ski carrier that makes it easy to carry skis on train, plane or bus. Totem also helps keep the camber in skis and protects pole handles from damage, according to the manufacturer. The carrier gadget can be obtained from Totem, P.O. Box 4, Eau Claire, Wis., for \$3.25.



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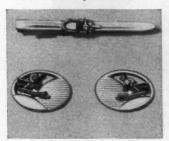
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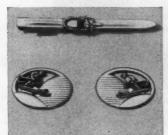
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- A. Crotch to floor at base of heel.
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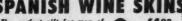
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(A) . . ,in. (B) . . ,in. (C) . . .in.

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Johnny Leesaws

'Bromley Boy'

Candid photo essay by DAVID BATCHELDER



"Nobody ever asked me if I wanted to go skiing. They just put skis on me and said go ahead. It's understandable, because my old man...

"... is Neil Robinson, head of the ski school at Big Bromley, and naturally I'm expected to play along, even at my tender age. The skis . . .



56



■ "... are sort of a nuisance but the poles—well, now, you can have fun with them—wonderful for whacking things with, and . . .



"... I won't say they're as good >> as the real thing, but are fairly satisfactory as a stopgap. Unfortunately my attention . . .



"... span is short, and besides I require frequent trips indoors to warm up and so on, and mommy has to take my skis off...



"... so I can stand them up properly, go inside, take this snowsuit off and golly, I hope I make it!"

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NEW PRODUCTS

After two years of experimentation, the Head Ski Company has put on the market its model X-37 ski, which, the company says, features "tremendous bite and excellent tracking, especially at high speeds.

The X-37 was first tested in Chile in 1956 and has been perfected after many modifications. The ski comes in two grades of stiffness. The X-37 is fairly stiff and a much stiffer version is called "X-37 Severe." Both have a super-hard aluminum oxide surface treatment, known

as "Hardcoat," on the bottom.

The surface is said to be extremely fast under cold dry conditions and at temperatures from twenty-seven to thirty-two degrees Fahrenheit requires only a little silver wax. Described as a good ski for the advanced skier, the X-37 has a sharper and deeper center groove and small auxiliary corrugations. A limited number of X-37s is available this year at \$107.50 a pair.

WAX AND POLISH

Two new products are being introduced this season by Sport Lucendro of Andermatt, Switzerland. They are a Super Speed Wax and Lucendro Polish for metallic skis. Distributors are Paul Valar of Franconia, N. H., and Porath & Magneheim, 1270 Broadway, New York 1, N.Y.

RELEASE SKI POLE

Release bindings now have a companion in the release ski pole made by Cubco of Belleville, N.J. The new pole has a handle which, under extreme pressure, pulls out of the shaft, freeing the skier from the pole itself. A special Cubco mechanism inside the handle engages another gadget inside the pole. Excessive pull, as when the pole becomes caught, allows the handle and pole to separate.

FASKI LEATHER TREATMENT

Faski Shoe and Boot Life, combination leather treatment and water resistant coat-

ing, is proving especially effective on ski boots. Designed for all types of leather, the new Faski product keeps out moisture while allowing the leather to breathe. It will not stretch leather. Hikers, campers and fishermen are expected to find Faski Shoe and Boot Life excellent for preserving footwear.

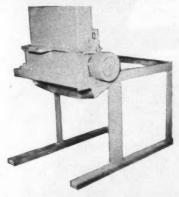
NAPCO SNOW SKATE

The toy division of Napco Industries, Inc., Minneapolis, Minn., has produced the Sno-Go, short, metal snow-skates for children from four to fourteen. The web strap binding adjusts to any type of boot. Ribbed bottoms help maintain direction and make climbing easier. The finish is phosphorized and baked enamel. Retail price is \$3.99.

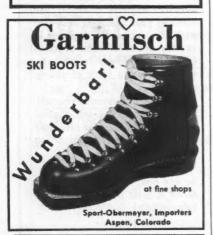
NO WRINKLES

A new wrinkle in interlinings for outerwear jackets is practically "wrinkle-proof," according to the manufacturer. The interlining, made by the Scott Paper Co., is a type of urethane foam which is bonded to the shell of the garment instead of being sewed into place by the conventional method. The interlining is sandwiched between the garment shell and a cloth lining and because of its cushion-like quality springs back into shape and creates a jacket that is wrinkleproof. First manufacturer to use the urethane foam interlining is I. Spiewak & Sons of New York, producer of the "Golden Fleece" jackets for men and boys.

SNOWMAKING MACHINE



A snowmaking machine that pulverizes ice blocks is being produced by the Bloomquist Machine Manufacturing company of Wausau, Wis. The company says that a five- by twenty-inch model, using five horsepower, can process 200 pounds of ice a minute. Custom-built machines can be made to any size and capacity. The manufacturer suggests that conveyor and blower systems be used to distribute the snow to ski slopes. The machine can be set up at ski jumps or on slopes for processing on the spot.



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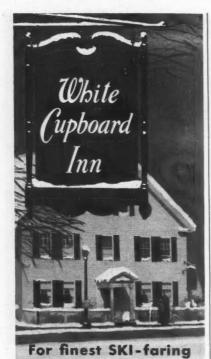
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See Mt. Snow ad, page 13

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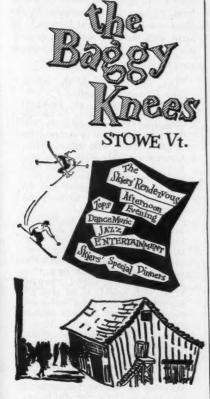
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DARTMOUTH

Continued from page 25

T-bar, T-bar to overhead chairs, tramways, gondolas, even now to helicopters. Men can leave their coughing offices in Boston, drive to the mountains on superhighways, and put 30,-000 vertical feet behind them in a single day.

This was progress, rough-handed but not to be denied. Ski lifts have sown dragon's teeth and sprouted an army of downhill runners; but at the same time skiing as a recreation among the special solitudes of winter tends to have been forgotten. In the Ski Annual of 1937, Nat Goodrich, an artist with the long skis in deep powder, left this description of trail-running which seems utterly modern:

One day last winter the editor found himself, in spite of a vow to the contrary, at Pinkham Notch on a weekend. As he ap-proached the entrance to the Wildcat trail he was stopped by a CCC youth who called "Hey, Grampa, what state are you from? The editor, startled into an inadequate comeback he prefers not to repeat, proceeded up the trail in a state of incipient inferiority.

The trail was swarming. Human bullets were constantly descending, gone as soon as seen. The editor, though desperately hugging the edge of timber, felt the wind of death at every turn. One Kanone, an old friend, running blind with speed, as he shot by cursed him luridly for being on the trail, though he was all but up a tree.

"Thoroughly shaken, the editor reached the top, and viewed the descent with terror. It was a nightmare of stops and scratch-ings about. Finally he fell and a ski came off, and at that moment he was hailed by a cheerful voice, and looked up to see most of the Dartmouth ski team smiling at him. Some way farther down a group was gathered about a still figure wrapped in coats, waiting for the rescue toboggan. It was, on the whole, a trying day.

Sun Valley opened its doors in the winter of 1936-37, providing chair lifts modeled on the lines of mining conveyors, and calling all comers to the first Harriman Cup races. The international character of the Harriman Cup-the "A-K" of America-was established in the first year: Hans Hauser the Austrian champ was there as head of the Sun Valley ski school; Walter Prager could race as an FIS amateur; Sigmund Ruud, Kolterud, the whole Swiss team, led by Francioli, were there, and of course the best talent in this country.

Dick came fresh from having placed third in the national crosscountry and jumping championships (which had been won by Warren Chivers) but he was not thought to be a major contender. Dick was, after all, only an American. The Ski Annual relates:

"On Friday preceding the downhill race an informal and entirely unofficial sweepstakes was organized (forty-four racers, \$10.00 a man, started the pot which quickly swelled, as bidding progressed, to \$1,780.00). Hauser was the odds-on favorite.

Less seriously considered was

Durrance. Pierre Francioli, top man on the Swiss team, who had just won the Canadian alpine championships at Banff, ranked him. Sigmund Ruud did just as well."

But-Dick beat Hauser by twentythree seconds, Francioli by twentyeight. Sigmund Ruud spilled and lost a ski. Prager, skiing in his cool assured style, placed second in the race, seventeen seconds after Durrance.

In the slalom it was the same: Durrance, Prager, Kolterud, Hauser. Side bets and all, the myth of the Little Man already echoed in that Harriman tankard.

The following year bets ran even higher. If Hans Hauser couldn't do it, send for his brother Max. If Sigmund couldn't do it, send for Birger too. And Schroll-he's beaten Durrance. Go and shout it on the mountains: "The Harriman Cup is for open competition!" Comb them out of Europe: Deschmann, Cossman, Dehmel, Ulli Beutter, Nils Eie-again Dick beat them all, although Beutter took the downhill and Prager the slalom.

In 1939 things were more difficult. The Harriman Cup was combined with the first of the national fourevent championships. Dick was then a senior at Dartmouth, studying and enjoying his studies. He must have pondered the wisdom of running a langlauf race at 6,000 feet the day before the big event, the downhill. Characteristically, he decided to go for broke. Characteristically, too, it was the Swiss and the Norwegians who played the game that way. Toni Matt was saving himself. Freidl Pfeifer wouldn't run. Sigi Engl? Nein, danke. Peter Radacher, a great German skier and teacher, entered however. Twenty of the forty-four com-





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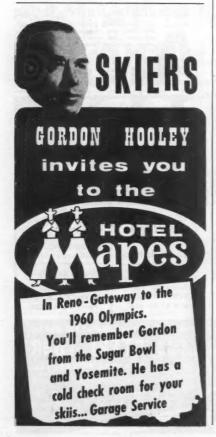


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Dartmouth teams in the thirties were dominated by sets of brothers who made names for themselves in the annals of skiing. In this picture are a few of the family teams. Left to right are Warren and Howard Chivers, Dick Durrance, Dave and Steve Bradley. Jack completed the Durrance combination, then there were Bud and Spiff Little, Ed and Bob Meservey. With the brothers, Ted Hunter, Ed Wells and John Litchfield were brilliant examples of Otto Schniebs' dictum, "Vell, if you must specialize, specialize in four events." These were the all-around skiers of yesteryear

petitors were in for the four-way combined.

Prager won the langlauf, two minutes ahead of Radacher. Then tough old Heinz von Allmen; then Reidar Andersen, the only man ever to win three Holmenkollen jumps; then Dick.

There was an air of inevitability set during the langlauf which carried through the other three events. It was the year when the amateurs bowed out. Matt won the downhill, Pfeifer the slalom, Engen the jump, Radacher the combined and the Harriman Cup. Such skiing was not for college kids. Easily, complacently, a ski writer reported these events in the Annual:

"Europe's fine racing coaches, who have so improved our American skiing standards the past few seasons, walked away with all five places in the downhill, leaving sixth and seventh for Richard Durrance and Harold Hillman."

Subtle twist of the blade of vanity. Dick was scarcely more than a boy still, scared of "wimmin," shy, preoccupied with artistic things, yet during six seasons he had stood off all comers with such obvious good will and high spirits that no one could take it ill to have been beaten by him. Not a silver collector by nature, he raced because of some ideal of skill, not to beat other men. He had a hawk's nose but not a hawk's disposition. His eyes were large, of a calm ocean blue; while they never seemed to burn with competitive fire, they

had an uncanny way of seeing the feel of bumps ahead and the grip of edges on ice. There was a joyousness in his rabbit style, running over bumps, and it showed in his face.

Sportswriters, he read, already had him stemming down his decline, but . . . but . . . there was that Harriman tankard, not the trophy, which was big enough for him to sleep in, but the symbol—as big as a man's lifetime.

In 1940 the Harriman downhill was held on the Warm Springs trail which dropped 3,200 feet in two miles from the top of Baldy, a course which Freidl Pfeifer had called "one of the five most difficult courses in the world." At first there was a long section in an upended glade of enormous fir trees, exhausting and dangerous. Then came the steilhang (37° steep, bumpy, and called respectively 300 feet and 500 yards long by two otherwise reliable observers). The steilhang turned abruptly left at the bottom into a narrow winding trail. A mile later the trail ran out to a second schuss and into a deceptive fall-away right turn at the finish.

The best skiers in America were on hand for the Harriman races, and the FIS imports: Pfeifer, Fopp, Matt, Schroll, Benedicter. Seventy-four entries from eight different countries. The race was run in an eery mood of desperation. Only Prager, Pfeifer and Durrance looked steady by the time they reached the steilhang, and most of the rest were killed off there: Wren, Blatt, Janss, Goodman, Engen,

Schroll and others. Matt fell. The Annual reported:

"While the remainder of the brilliant cast took this hazardous portion with three to six turns and still fell, the Little Man went in a straight line with just a roaring down the mountainside prayer on his lips to save him as he made a dash into the woods at the bottom."

Another spectator tells it differently:

"It was the most horrifying thing I've ever seen or listened to. Dick came flying over the bumps moaning and crying like an animal. How he made that turn at the bottom I'll never know. It looked like he went straight into the woods."

Actually Dick had. Later he showed us where he went in the woods. He picked out a small spruce about two inches in diameter and patted it affectionately:

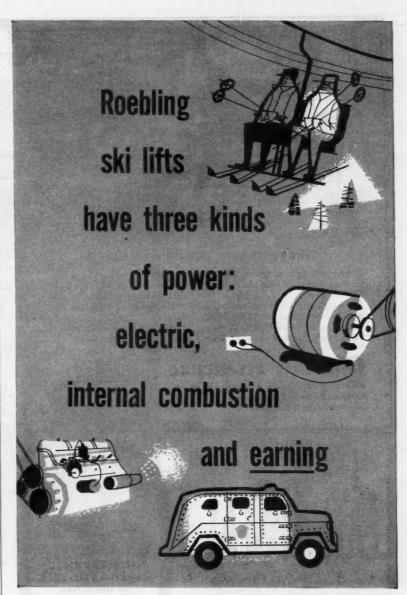
"This is my little tree," he grinned. "I knew I was going in the woods. I was already dead, I knew that. I just closed my eyes. Bang! And the next thing I knew this tree had tossed me back on the trail and I was still going!"

Dick was running his first and last out-of-control race, figuring to pile himself up or pile up so many seconds' advantage that nothing could hurt him in the slalom. A mile after the steilhang, over-urging on that outside corner at the finish, he slammed into the woods again—but scrambled out to fling himself across the line. Eleven precious seconds lost.

But that was the end of the com-



Howard Chivers was best cross-country skier the United States ever produced



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Walter Prager succeeded Otto Schniebs in 1936. Trained in Switzerland's Parsenn, Prager is one of the three men who have won the Arlberg-Kandahar race 3 times

petition, and the end of the Harriman Cup. Dick had averaged forty-eight miles per hour, fallen, and still beaten Prager by more than three seconds, Pfeifer by twelve, Matt by nineteen, and the rest of the racers by a half minute or more. There was no one to stop him in the slalom.

Sking, according to the book of Otto, is a way, not a single path. For some—Jack Durrance, George Sheldon, Chap Cranmer—the way led to the Karakorums in a tragically confused but nearly successful assault on K2. For other men of the DOC the way has led into teaching, coaching, moving pictures, ski area operation, and happily even into the ranks of officialdom. For still others the way runs out into the arctic or to the South Pole, into IGY and the marvels hidden beyond the falling curtains of the aurorae.

But in 1941 the way led simply to war. The mountain troops were organized and trained on Mt. Rainier and at Camp Hale. Dartmouth placed more than 120 of its former skiers including Sergeant Prager in the Tenth Mountain Division! Five were killed in action. No one has yet written that story-but for two and a half frustrated years of "training" the mountain troops seemed mainly at war with flatland generals. Probably they were a difficult crew, these skiers, to fit into any ordinary drab. One exasperated West Pointer said: "This is the damndest outfit I ever had to do with. I.Q. averaging 120 and nobody wants to go to officers' school for fear they won't get back."

The Tenth was finally broken up, some going to the Aleutians and thence to the south Pacific, others into tanks, still others to Italy for that miserable stalemated front below Casino and Belvedere.

The way leads on into unforseeable ranges. Dartmouth is no longer the dominant ski center in the country, but skiing will continue to dominate Dartmouth, produce an occasional champion and many amateurs. Skiing has become the national winter sport now. For every racer there are a thousand skiers and ten thousand kids coming along. There are almost no spectators except skiers, no professionals except teachers—truly a remarkable amateur sport.

For the benediction of snow and mountains, for youth and health in the snowflake days of our lives, we could give no better thanks than that which Nat Goodrich wrote, sometime, somewhere:

"We have had great days above the world. We have had companionship among the snows, in the serene and lovely presence of a mighty mountain. We have participated in the most brilliant of sports, and seen magnificent feats of speed, stamina, and control. We have seen men and women ride it out and take what came in the spirit of true sportsmanship. We have memories to steady us in the days to come . . . Wherefore in that we are permitted such beauty, such achievement, we are grateful—in nomine Sancti Petri!"

Editor's Note: David Bradley, in this twopart article, has written about some of the Dartmouth people who helped to make the sport of skiing in this country. He has ended his story with the war years. If he



The day of the four-event skier is no more, coach Prager decided as he saw alpine skiers take off from the jump

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of the obvious successes. The American man who came closest to winning an Olympic who came closest to winning an Olympic medal in the alpine events—Brooks Dodge, with his fourth in slalom in the 1956 Olympics—was raised at Pinkham Notch, N. H., and went to Dartmouth. Bill Beck, now coach of the U. S. men's alpine squad, scored fifth in downhill in the 1952 Olympics, when Brookie made sixth in giant slalom. Ralph Miller, a Hanover boy as well as Dartmouth skier, made two international teams and holds the unofficial world speed record on skis. Chiharu Igaya, most illustrious of postwar imports, won medals in both the '56 Olympics and '58 FIS world championships—and he didn't learn all his skiing in Japan. Tom Corcoran, a Canadian skiing in Japan. Tom Corcoran, a Canadian boy, became our most experienced competiboy, became our most experienced competi-tor and an unofficial coach on recent inter-national teams. There are so many names— Colin Stewart, Jack Snobble, the McLanes, Dave Harwood, Bob Gebhardt . . so many! The local girls, too, caught up the spirit and the know-how, and some of them be-came international racers: Ruth Marie Stewart, Sally Neidlinger, Betsy Snite, a girl named Andrea Mead from nearby Pico Peak.

It is interesting to note the number of important jobs held by Dartmouth people in connection with the 1960 Olympics. As connection with the 1960 Olympics. As chairman of the Ski Games Committee Mal McLane is responsible for every matter per-McLane is responsible for every matter pertaining to the selection and training of the U. S. contingent. His sister-in-law Sally Neidlinger Hudson is again doing the outfitting. Bill Beck and Dave Lawrence are coaches respectively of the men's and women's alpine teams, while Andrea Mead Lawrence is acting as chaperon, and Dr. Amos Little as manager. At Squaw Valley, Al Merrill—a fine four-event skier—who coached the nordic squad for the last FIS and succeeded Walter Prager at Dartmouth—is chief of course for all cross-country events, for which also Warren Chivers is chief timer. Dick Durrance is chief of race for all alpine events. Charlie Proctor is a member of the organizing committee, Stevents Advisory Committee. Walter Prager will set the women's downhill course.

That is but one indication of the enormous and assertitions individes on the programment and the second control of the commous and assertitions individes on the procession of the commous and assertitions individes on the procession of the enormous and assertitions individes on the process.

the women's downhill course.

That is but one indication of the enormous and persisting influence of Dartmouth and its skiers on the sport in this country. In every aspect of skiing—amateur, professional and business—you will find Dartmouth men. And while, as Dave Bradley says, Dartmouth is certainly no longer the center of skiing in this country. It remains a fountainhead in this country, it remains a fountainhead of the skiing spirit. By now the life-giving waters have coursed so far and wide that the source often goes unrecognized. But it is still there, still producing.

"Fate has marooned us together in a snowbound mountain cabin!"

BOOK REVIEW

Continued from page 35

This book originally appeared in 1947, when much attention was devoted to phases of learning that today are covered rapidly in all modern ski schools including the Aspen Ski School of which co-author Iselin is co-director. That so much of the elementary material has been retained demonstrates the strength of the

authors' convictions on the soundness of their teaching method. But is it really necessary to describe, in great detail, three kinds of stem turn? Or to retain the baseless admonition against waxing the groove of a ski?

While some of the material may be superfluous, most of it is extremely valuable, and all of it is directed toward teaching people to ski well in all kinds of snow, on all types of terrain-not merely on a packed slope. For more experienced readers, the detailed discussion of skiing moguls is particularly rewarding.

Ski Babel at Alpe de Venosc

Students of all countries talk the same ski lingo

by Doug PEASE

As the two weeks went by before the "Camp International de Ski" was to begin, I heard more and more of what it was to be, since my friend Pierre was the coordinator representing the student government of the University of Grenoble. The Hungarians wouldn't come because the Russians would be there, and the Czechs were having passport difficulties because their embassy in Bern had been captured by exile incendiaries and the West Germans wouldn't come if the East Germans were coming, and so on. All in all, it sounded pretty interesting, and when Pierre said they needed a French-speaking American badly enough to pay half his expenses for ten days of skiing, I accepted, naturally.

The day of departure, Saturday, led off with the usual early-morning scramble to finish the breakfast cocoa made the night before and collect knapsack, skis and poles for the mad dash to the post office-of course, the bus was the usual and dependable half-hour late, but you never could

There were students already chatting on the post office steps, and I greeted those I knew. Solange in particular didn't seem to reflect the buoyant enthusiasm of the morning. It seemed she had "been up all night for the Institute Ball, and then we had to greet the Russians at the 4:35 a.m. train from Paris." I asked her how she recognized them, and she said it was easy: "Voilà, les croques-morts!" (There they are, the pall bearers!)

Arrived at Alpe de Venosc and our ski hotel, there was the inevitable long wait for French organization to crystallize from somewhere. I struck up a conversation with the only Russian who could speak French, and was informed that Moscow had the most modern subway in the world, that the individual I was talking with, Seva, was a student, and that the other three, Serva, George, and Albert, didn't speak anything but Russian. I was not to know much more than this

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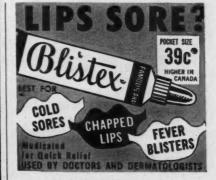
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about them ten days later, no matter how much anybody asked. A polite, merry, but uninformative group, so much in contrast with the other delegations who came prepared with exhibits, pictures, articles, and pins to

There followed the first of many treks to the lifts; skiing was the order of the day during the whole gettogether. Sights such as Serva trying to coach Anna, a Norwegian, in Russian, neither understanding a word the other spoke, became familiar. Or Albert, minus poles, with some Slavic war cry, would take off like a misguided cannon ball from a mound of snow he had heaped up in the middle of the slope. Or the ever-present beginner, trying to go up the Poma lift backwards.

Indoors, at meals and after skiing, the French wine and flair for gaiety combined in song, and mealtime usually echoed to the strains of "My Bonnie Lies Over the Ocean" or "A la Bastille." In the late afternoon, before supper, groups would usually gather at the bar downstairs to ask questions or just listen in as they sipped their aperitifs. Yaraslav and Frantisek might be there, answering questions about Czechoslovakia, one in English, the other in French, The Poles would be there with a picture book of their country, dozens of prints of national art masterpieces, and Polish magazines. The Russians might be discussing skis with Georg Joubert, the Grenoble ski team coach. Lisbeth, Dutch leader of songs, would be in the process of teaching an offcolor French ditty to an admiring group.

Afternoon discussions led on to supper, its songs, a color slide show or film, singing, fondue, dancing, and at the end, after the races were all over, the descent by torchlight.

The last meal of the camp was a silent one. The contrast with the usual singing and banter was overwhelming, and there were tears here and there. Speeches were made in appreciation for the long work of les résponsables in organizing such an undertaking. Valdimar Ornolfsson, captain of the Icelandic team at Cortina, was asked to speak and he said something like. "As students we should take all opportunities to meet and understand students of other countries. Only from such an exchange of views between persons can there start to be understanding." And a mere ten days had borne out his words to the letter.

THE FINEST OLYMPICS EVER

Continued from page 21

than the officials. The dormitories are relatively simple, with each room meant to sleep four reople. Compared to a European ski hostel the dormitories are luxurious; compared to a St. Moritz luxury hotel they are, of course, rather simple. It is felt here that such simplicity is more fitting, and that Olympic competitors are not supposed to be put up or treated like Hollywood movie queens.

Also virtually finished in the Olympic village: the administration building, the press building, the infirmary, the fire station, and the very impressive reception center, complete with athletes' lounge and cafeteria, and the most gigantic fireplace I have ever seen. Interiors and finishing touches should be finished during the winter. Connecting the buildings in the Olympic village are heated, raised walks.

The Olympic village will be strictly shut off from external disturbance during the games. Nobody but the competitors, caretakers, etc., will be allowed into the dormitories. The idea behind this is to give the poor competitors a chance to rest, be quiet, think, gather their wits—give them a place where they can be among themselves and not pestered by the press and hangers-on. The idea seems very sound to me, but I can just hear the yells of rage and screams of "concentration camp!" Can't you just see the "skating mothers" when they find out they cannot visit their darling daughters without an appointment?

As for the main arena itself, the tremendous concrete piers and buttresses, which support the steel for the structure, were completed last fall, and the first great steel pylons were being raised when I was last in the valley. This will be a very impressive building, constructed somewhat like a suspension bridge, with the roof—an immense span—hung from cables which pass over the pylons. The building will be open on the south side toward the Olympic flame, the speed skating rink and the jumping hill.

The building for the ice-making machinery is in; so are the pipes for the speed skating track, as well as for a couple of the practice rinks.

The race courses have been worked on considerably. Tree cutting has been done, grading, bump building, etc. Snow control and avalanche work, under Monty Atwater and Stillman, is in the most expert hands available in the U.S. A warming hut has been carried in pieces to the top of the men's downhill by helicopters. A helicopter has also deposited cabins at the race starts for use as timers' and starters' shacks.

As every racer knows, one usually has considerable nervous kidney and bowel urgings before a big race. The far-thinking technical advisors have therefore even placed chemical comfort stations on the tops of the race peaks, although, in view of the shortage of such facilities, they will probably be reserved for sit-down efforts. This should especially

please the weaker sex which, until now, has always been at a great disadvantage against the upstanding young male racers.

The new Heron lift on KT-22 (women's downhill, men's giant slalom and slalom), one of the most spectacular rides in the U.S., is finished and running; this is true also of the Riblet lift on Little Papoose (next to the jump, also services women's giant slalom and slalom). The new Riblet lift to almost the top of Squaw Peak, opening up the North Bowl and the men's downhill, is partially finished. All the concrete and other preliminary work is done; completion of the lift is scheduled for next summer.

Ten-circuit cables have been buried along all the race courses to carry the timing and communications load. No reliance here on feeble radio communication! There will even be some telephone outlets along the courses for the use of gatekeeper and course supervisors.

At the bottom of the race courses heavy metal posts have already been sunk into the ground to mark the finish lines. Fastened to these will be two electric eyes at different heights above the ground. In this way a racer will not be missed if he jumps across the finish line up in the air, or if he slides across it on the ground.

However, it will take a body of certain minimum dimensions to trip the timing mechanism. Racers can throw their poles ahead of them all they want, but it won't be enough to activate the electric eye; they will have to cross the line with a part of their body before the timer reacts.

A worthy and long-awaited innovation is the two-story timing buildings. One story will contain the electric timing crew, another the hand-timers. Thus, there is no chance for these different groups of timers to exchange figures or influence each other.

Timers and officials will be locked into the timing shack with guards outside, so that nobody can get in to disturb them at their delicate and nerve-wracking work. There will also be big scoreboards operated from electric typewriters inside the timing buildings. It should therefore be possible to flash the unofficial times on the scoreboards within seconds after a racer finishes his run.

A special building is planned for a big IBM setup, and tests on programming the computer are underway. If it works out as planned, the computer will refigure the highly complicated jumping standings after each jump. It should also be simple for it to figure such things as combined standings, and it might even be helpful in settling the thorny problems of seeding.

Finally, it is planned to have IBM cards with biographical data on each competitor. Within minutes after Jane Doe wins the race, the magic of IBM will make available to every newspaperman a release telling Jane's age, background, education, profession, previous racing record, and, I suppose, bust measurement.

Interesting experiments are also being made with slalom poles. Willy Schaeffler has some huge bamboo poles which have been covered with fibreglas; they look promising. A completely new type of slalom pole (still secret) is also under consideration.

Continued



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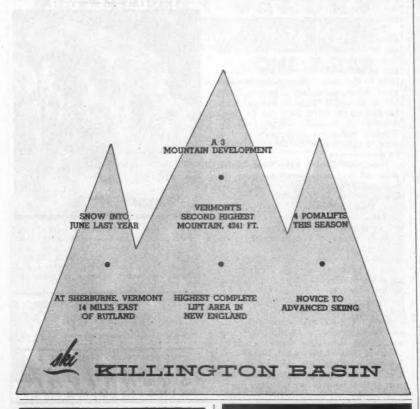
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Ready to go is the jumping hill, probably one of the most beautiful and best jumps in the world. There are three takeoffs on this hill: the eighty-meter, sixty meter and a forty-meter practice hill. Since they are side by side, the landing hill is tremendous—about twice as wide as the landing hill of the flugschanze at Oberstdorf. Heini Klopfer, designer of the jump, was extremely pleased with the work done. When he measured the hill the big takeoff was about one and onehalf inches off from the plans. On other jobs, Heini said, discrepancies of one to two feet are acceptable, even good.

The best landing area for jumps from the big hill will lie between seventy-five and ninety meters. The longest jump during Olympic competition was eighty-four meters at Cortina in 1956; given reasonable conditions, a new record should be

set at Squaw Valley.

The judges' tower has various innovations, particularly in the way the judges are placed so that they can all see the whole hill without interference. There is a lowered catwalk around the big takeoff from which the lip can be raked effici-ently without need for stepping on the snow.

A tunnel leads through the knoll below the takeoff so that officials and photographers can get from side to side without interfering with the jumping. There are starting blocks at various levels on both of the major inruns, and a warming house for the competitors will be built at the top of the hill.

The guy who is actually doing a lot of the work in preparing and finishing the jump is Birger Torrissen, a great old competitor and a guarantee that things will be well handled. It is obvious to me, listening to him and Klopfer, that these two speak the same language. Helping Birger is John Cress, a fine former fourway competitor from Denver University.

Signaling and measuring devices are being worked on in great detail under the supervision of men like Olav Ulland, Gus Raaum and Earl Little. An ample network of phones along the jump is being

provided for, of course.

Heini Klopfer told me the Squaw Valley jumps definitely appear to be the best Olympic jumping facility ever constructed. He was amazed and impressed by what had been achieved in a short time, saying that Europeans simply cannot conceive how we in America tackle such a major construction job with all our heavy machinery, expert bulldozer men, etc.

He says he saw both Oslo and Cortina in the fall before the Olympics, and that Squaw Valley, at a stage one year earlier, was in many ways farther advanced. Of course, the fact that we start from scratch is an advantage as well as a disadvantage.

The fact that practically everything is so close together Heini sees as a tremendous plus. For instance, the jumpers are only five minutes from the hill, thereby making it easy to call them together and get them out when conditions look good for practice. Moreover, they have a chair lift right next to the jump, so that they can get in a lot of practice in a short time. At the other Olympics it was necessary to get the jumpers from hotels all over the place, some of them miles and miles away, before practice could be organized. From the jumpers' point of view Squaw should be infinitely better than other Olympics. And how the jumpers seem to like the hill! I met Keith and Paul Wegeman there, and they were just glowing in praise of the hill—could hardly wait to get on it.

As for the recent criticisms of the cross-country setup, they are just idiotic. The cross-country events could have started and ended in the valley but for the denial of transit on the part of a couple of individuals across whose property the courses would have run. This is hardly the fault of the Olympic officials. As it is, the events will take place some fifteen miles away at McKinney Creek, which is closer to the athletes' living quarters than the Olympic courses at Oslo in 1952 or St. Moritz in 1948. To a Californian, fifteen miles is around the corner, whereas to a Scandinavian it is almost halfway across his country, and this may have something to do with the criticism.

The question of altitude is another false issue. The altitude has not changed since Squaw Valley was chosen as the Olympic site; if the Scandinavians wanted to squawk and pull out, the time was then.

The most reassuring thing to this reporter was sitting in on some of the meetings of the technical ski racing committees. These people are about the best we can provide in this country, and they are doing the real job.

Undoubtedly there have been differences with the Olympic Organizing Committee, but it seems to me these were settled a long time ago. From where I sat it seemed the technical director and his committees are pretty much having their way as long as their requests are reasonable from a budgetary point of view.

With every proposed expense, Prentis Hale, chairman of the Olympic Organizing Committee, has to ask whether or not it is indispensable. Naturally, every technical man thinks that everything in his event is indispensable, and that savings should be effected somewhere else.

As with all such big jobs, those in command are likely to be damned if they don't and damned if they do. For instance, Willy Schaeffler told me that he had to budget even into such fine details as the bouquets of flowers which are supposed to be presented to the medalists in the women's races.

In Schaeffler we have, to my mind, a man who could hardly be surpassed in his job as director of ski events. He is a hound for detail, while he can still see the job as a whole. He is a slave driver for himself as well as for those under him. Having Nelson Bennett as his assistant gives him another man who is a perfectionist with long experience. Eddie Seagle, the Sun Valley engineer in charge of timing, probably has more experience in timing major races than anybody else in the U.S.

Dick Durrance is an excellent choice as chief of course for alpine events. As a long-time competitor, as an expert consultant in area layout and management and as the designer of the Aspen FIS courses, Durrance really knows his stuff. Steve Bradley falls into the same classification. Others like Ed Taylor, Charlie McLane, the Lawrences and many others bring exceptional ability and know-how to the problems at hand. This wealth of talent is visibly bearing fruit.

Major problems from now on are less likely to revolve around the creation of facilities and courses, than about the selection and training of the hosts of officials and workers who will be needed. Course setters have already been named (Friedl Pfeiffer, women's slalom; Stein Eriksen, men's slalom; Willy Schaeffler, men's downhill; Walter Prager, women's downhill; Barney MacLean and Gordie Wren, men's and women's giant slalom).

However, there will be a big problem in selecting gatekeepers. Though some gatekeeper training programs have been organized, I think it would be a mistake for skiers to think they can get a job and a free trip to the Olympics simply because they go through the training program. The Austrians, for instance, had a five-year training program before the FIS world championships, with the final sixty or so gatekeepers being selected from a cadre of some 1,200 highly-trained and certified officials.

I feel that aspirants will have to show up well in the training courses and at the pre-Olympic trial races, and preferably be able to point to actual international officiating or racing experience. A similar process of selection is likely to extend into every other phase of Olympic preparation.

The one thing that worries Olympic officials most at present is the possibility of too much snow. A five- to ten-foot snowfall during the games would be tough for competitors and spectators alike. The technical director and his assistants are working and experimenting with various snow compacting and removal machines; perhaps they'll come up with important improvements.

Since only a small percentage of officials—let alone press, spectators, etc.—can be housed in Squaw Valley itself, a huge snowfall could really mess things up, particularly when you envisage tens of thousands of cars driven by people most of whom have rarely, if ever, driven in snow.

The same people with wrong clothing are also likely to get more than a little cold when they find out that the stands around the jump and speed-skating rink are just that—stands for standing and not for sitting. Obviously it wouldn't pay to build big sitdown spectator stands for what is, essentially, just one really big event.

All in all I am most encouraged. The technical people working in the ski events are on top of their work; there seems to be sound planning on top; and dynamic cooperation is being given by Alex Cushing, the man most responsible for getting the 1960 Winter Olympics to Squaw Valley. The events this February will provide an excellent rehearsal, and will give many hints towards changes and improvements which may well lead to the best Olympic Winter Games ever held.





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Should <u>You</u> Start Using Shorter Skis?

And if so, just how short? Here are the pros and cons

You hear it everywhere skiers congregate these days: Short skis are the answer. All you have to do is get some short skis, so the gospel goes, and all your problems are solved. No work, no strain, no breaks, no sprains—the "shorties" make skiing as easy and safe as mom's apple pie. The claim is made that you not only have more fun but can learn to ski faster and better on the short boards.

Now, if all this is so—and we aren't saying it isn't—why didn't the short ski become popular ten or twenty years ago? Why do ski instructors and shops still, by and large, recommend the longer lengths? Why are the short-ski converts—many of whom never or only occasionally use short skis themselves—a vociferous minority instead of a majority dutifully practicing what has been preached from the high places in the ski world?

Just exactly what good are short skis, and what stand does SKI magazine take on them?

Now some answers to these questions. First, short skis—that is, for the average adult, skis four to six feet long—are not a brand-new idea. Every decade or so the old arguments are revived and there is a brief flurry of interest which dies quietly away. But this time, perhaps, it will not die away.

Around the turn of the century, most of the skis used in Europe were eight feet long or longer. But in the Alpine countries, when ski mountaineering came into vogue, it was found that shorter skis were easier to handle while maneuvering a heavy pack down a steep slope, especially for people who were primarily mountaineers and by modern standards at least, rather rudimentary skiers.

Short skis first became a cause at the start of World War I. Their apologist was Colonel Bilgeri, who equipped the Austrian mountain troops with fat, stubby little skis on the theory that even a Hungarian flatlander could master a snowplow on

them, even while lugging his military pack and ammunition or a piece of a howitzer. This might have worked out all right, had Colonel Bilgeri not also had a theory that a ski trooper's bindings should permit him to flop down prone over the tips of his skis into firing position. Too many would-be skiers flopped down prone-unintentionally-downhill and in a foot of snow, with an army mule's burden on their backs, and were unable to rise again. Among knowledgeable skiers who objected to all this was Hannes Schneider; but then, he was only a sergeant.

The short ski idea never died out completely. Short skis continued to be used in the high mountains, particularly for glacier skiing in summer. "Goon skis," turned up at both ends, became a clownish vogue in the late thirties; a few of these are still around. Then at Kitzbühel, Austria, after the war, the old argument was revived again.

Kitzbühel is the only place in the world where thousands of people have skied on short skis over a period of several years, and where considerable experience has been gained in their use under various conditions of snow and terrain and by variously skilled skiers,

The special short skis recommended by the ski school in Kitzbühel and made first by the Ober factory there, then by other Austrian skimakers as well, were about shoulder height and rather broad in dimension. For a good skier, using these boards was something like trying to ski on a pair of snow saucers—they felt wobbly, uncertain, jolting, completely different from the true tracking of a good ski. But to beginners and older people, they were a revelation.

To sum up, the ski school found that pupils could learn the rudiments of ski technique much more rapidly on the short skis, and could then easily make the transition to longer boards provided they were physically up to it. Older people were content with the short skis, which enabled them to christie down the packed slopes with little effort, and comfortably to negotiate more difficult snow by means of stem turns.

Most important of all, the accident rate among short ski users was microscopically small—a tiny fraction of what it had been among the same classes of skiers before the introduction of short skis.

Continued ▶



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But these findings have failed to convert the majority of skiers to shorties, in Kitzbühel or anywhere else. The long-standing argument for longer skis is stated by Fred Iselin in his book, Invitation to Skiing (see review on page 35):

"Novices sometimes make the mistake of thinking shorter skis are easier to maneuver, a belief which is fostered by their initial difficulty with the kick turn. Don't be misled; too short skis are less stable than the proper length and will be unequal to the demands of the dynamics of turning, sideslipping and stopping. Alternatively, skis which are too long will be hard to control, especially in tight turns. The beginner may find a slightly short ski somewhat easier to learn on; if you're buying with this in mind, select the length which reaches to the base of the thumb-no shorter."

For anyone who hopes one day to become an expert skier, this is sound advice. For a good skier, shorties are a tremendous handicap in difficult snow or terrain, or under any conditions at better than a snail's pace.

But if you have not the slightest wish to become an accomplished skier, and you want merely to negotiate packed slopes with assurance; if you are an older person out just for the fresh air and a bit of exercise; if you ski only to keep your spouse or children company on ski trips, and then ski as little as possible-why, then, short skis are for you. They are much safer.

But if you want to be a good skier, or continue to ski well, take Fred Iselin's advice-with this proviso. It may be that the shorter base-of-thethumb length will be the most satisfactory for you under all conditions except deep-snow skiing. If you do not ski particularly fast and are interested primarily in maneuverability, making your turns accurately, you may prefer this shorter length for exactly the same reasons slalom racers do.

Ski construction has improved so much that a slightly shorter ski can give you as good or better performance than the normal length used to, and this is particularly true of modern metal skis. So if you want maneuverability combined with safety, here is our recommendation:

If you are still using the same length of ski you were five years ago, go down a size.

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premieres the "new look" in chair lifts!!

THE PYLON

This sleek, trim new innovation in drive terminals is installed and working this season at White Pass, Aspen Highlands I & II, Lookout Mountain, Pine Mountain Lodge, Big Bromley, and another will be operating on Squaw Peak at Squaw Valley, California. The design is exclusive with RIBLET and costs no more than conventional drive terminals. Write for facts concerning installation in your area. * Pat. Appl. For.

RIBLET TRAMWAY

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The Fabulous Piz Corvatsch

St. Moritz to get three-mile aerial tramway



Having opened up the Piz Nair runs to skiers, St. Moritz entrepreneurs are embarking on an even more ambitious project: the building of a three-mile, twosection tramway rising nearly one vertical mile to the summit of the Piz Corvatsch at 10,700 feet above sea level (note circle marking summit station above). Each cablecar will carry sixty passengers, and the trip to the summit will take only ten minutes. Shown above is only one of the runs, which in their variety and length compare to anything else in Switzerland, or in all of Europe. BUNNEY

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